

1907

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GREENWAY GOVERNMENT DEFICIT

\$977,837.79

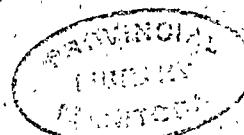
RECORD

— OF —

ROBLIN GOVERNMENT

— AND —

ITS OPPONENTS



Roblin Government Surplus

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\$1,731,846.20

The Roblin Government asks the people of the Province for a renewal of the confidence which has so generously been bestowed for the past six years.

In the following pages the record of the Government is examined and discussed, and, it is confidently maintained, that a consideration of the facts and data presented cannot fail to convince any reasonable person, dispossessed of animus or political bias, that the affairs of the Province have been well and wisely administered and worthy of the highest praise and commendation.

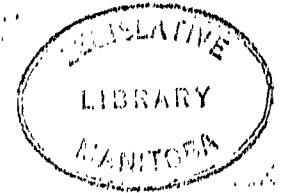
The pretensions and criticisms of interested opponents are also dealt with.

The issues involved are not complex, but easy of comprehension.

It is for the people of the Province to say whether they desire the perpetuation of honest and progressive government, or a return to Green-wayism methods with increased viciousness.



HON. R. P. ROBLIN
Premier, and Minister of Agriculture and Immigration



Greenway Government Deficit

\$977,837.79

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RECORD

OF

ROBLIN GOVERNMENT

AND

ITS OPPONENTS

—

Roblin Government Surplus

\$1,731,846.20

Provincial Finances.

CONDITIONS OF, AS LEFT BY GREENWAY GOVERNMENT

When the Greenway Government was swept out of existence in 1899 by the people, and deservedly so, the finances of the Province were found to be in a deplorable condition. The bank accounts, both of a general and trust nature, had been largely overdrawn, and school grants and other accounts against the Province were outstanding to the extent of over one hundred and fifty thousand dollars, and grave irregularities existed in several of the departments. To arrive at the true financial position of the Province, the new incoming Government appointed a Commission to investigate and report upon the same. This Commission, in due course, presented their report as follows:—

ROYAL COMMISSION REPORT, 1900

(1) That the statement prepared by the Treasury Department, as to the financial position of the Province as at the 16th of January, 1888, was incorrect and misleading, as it was not full and complete, and was evidently signed by the Auditor without making sufficient investigation;

(2) That, in connection with the Treasury Department, it had been the custom to withdraw the education grant at the end of the financial year, in order to prevent it from lapsing, and to place it to the credit of one or more Ministers, instead of applying in the regular way for a re-vote, the particulars of the expenditure not subsequently appearing in the Public Accounts;

(3) That a direct liability was incurred in connection with Drainage District No. 1, and no record was kept in the books of the Department. Payments were made to a contractor out of this loan without the signature of the Auditor and before the vouchers had been passed by him. This liability was subsequently satisfied;

(4) Railway debentures for large amounts were guaranteed and handed over to the agents of the contractors without the authority of an Order-in-Council;

(5) That accountable vouchers were passed by the Auditor for various purposes, although no authority, by statute, existed for the same, except in the case of progressive estimates; and in a number of instances statements accounting for same were not forthcoming;

(6) That no proper audit had been made of the receipt of moneys to see that all were entered in the cash books of the several Departments;

(7) That the management of the Public Works Department appeared to have been conducted in an unbusinesslike manner and without regard to the public interest, as instanced in the overpayment of a large amount to a contractor, and, later, in the recommendation to refund the amount held as security for the work, the contractor at the time being largely indebted to the Province;

(8) That a voucher was issued for an advance on a contractor's plant amounting to \$20,000, on the 8th day of August, 1898, although the contract was not signed until the 22nd of the same month, and the Order-in-Council accepting the tender was not passed until October 1st, 1898;

(9) That the affairs of the Provincial Lands Department had not received the necessary attention that they should have, and, in consequence, payments due the Province were allowed to fall in arrears and the property was sold for taxes;

(10) That the practice adopted of including under one heading of receipts and expenditures all revenue and trust moneys, as also the statement of debt and credit balances, did not convey a clear understanding of the actual financial situation of the Province at the end of the different financial years.

DETAILS OF GREENWAY CASH DEFICIT-LEGACY

Cash Deficit.—

Imperial Bank, overdraft	\$76,036.77
Provincial Government, Trust	
Account	15,485.75
	—————
	\$91,522.52

Sundry Accounts—

Dept. of Public Works.....	\$23674 76
Dept. of Attorney-General	7530 00
Dept. of Education	64476 69
Dept. of Agricultural and Immigration	14938 08
Dept. of Executive Council	15955 16
Dept. of Treasury	7002 76
Dept. of Drainage Districts.....	18537 79
Dept. of Provincial Lands.....	4058 95
Dept. of Internal Economy.....	439 69
	—————
	156,613.88
	—————
	\$248,136.40

GARBLED AND MISLEADING GREENWAY STATEMENTS

When the Greenway Government assumed office in 1888, it endeavored to blacken the character and reputation of the late Honorable

John Norquay in every manner possible, and caused the preparation of a statement purporting to show the financial position of the Province on the 16th of January, 1888, in which a deficit of \$315,000 of the Norquay Government was shown to exist. To give it the stamp of reliability, the Provincial Auditor was induced to certify to the correctness of this statement, and at subsequent periods, and right up to the time of the downfall of the Greenway administration, this item of \$315,000 was quoted and alleged to partly account for the disposition of the two million and a half loan by that Government. Time and again this item, charged against the Norquay Government, was controverted and disputed by Mr. Roblin, then leader of the Opposition, on the floor of the Legislature, and as frequently re-affirmed by members of the Greenway Government, and it was not until access to the books and records of the Treasury Department were available to the new Government in 1900 that the perfidy and deception of Mr. Greenway and his Government were disclosed.

AUDITOR INDUCED TO CERTIFY TO FALSE STATEMENTS

The Auditor, Mr. Black, upon being summoned to appear before the Royal Commission in 1900, and asked how he came to certify to the statements above referred to, stated, on oath, as follows:—

Q.—You did not take the trouble to go in and satisfy yourself that that was a correct statement?

A.—I did not make a thorough investigation.

Q.—You were asked to make statement, were you, Mr. Black?

A.—Yes; at least, I was asked to certify to it.

Q.—But you had nothing in your own office to enable you to certify to its being correct?

A.—No.

Q.—How was it, Mr. Black, you made this statement as Auditor?

A.—Well, as I said before, I did not investigate the matter very thoroughly, not so thoroughly as I should have done, I confess. I had no idea of the use that was going to be made of that statement at the time I signed it. I never thought it would go outside the office, Sir.

Q.—Then the statement was obtained from you and was used in a different way from what you expected?

A.—Oh, yes; I never thought it was to be used in that way. I think it was a most unfair thing to get an official to certify to a statement and then use it for political purposes, as has been done.

Q.—Was there any explanation given to you for what purpose this was wanted when you signed it?

A.—No, not a word.

**GREENWAY INCREASED THE BONDED DEBT OF THE PROVINCE TWO
AND A HALF MILLIONS—WHAT BECAME OF IT—A FALSE
STATEMENT**

During their term of office—a trifle over ten years—the Greenway Government increased the bonded debt of the Province by two and a half million dollars. The true disposition of this amount was frequently the subject of discussion, and eventually, after strong pressure, the following statement was concocted to show what had become of it:—

Expended for railway bonuses	\$ 839,147.87
Expended for public buildings	447,662.92
Expended for M. & N. W. Ry. and H. B. Ry.	732,669.32
Expended for Norquay deficit	315,000.00
Cash on hand	141,815.31
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	\$2,496,295.42

The late Provincial Treasurer, John A. Davidson, in his budget speech in the Legislature in 1901, showed most conclusively the incorrectness of the above. In the course of his remarks on this subject, Mr. Davidson said: “I will wipe out the item of \$315,000 from the statement of the late Treasurer, because it never had any existence. As to the railway bonuses, those were expenditures made by the gentlemen opposite for the introduction and extension of railways, and I find that there was paid on account of the M. & N. W. Railway by the late Government only the sum of \$273,207.82. A larger amount than that is shown on the books, but the sum of \$61,252.11 had been paid prior to the late Government taking office. The Winnipeg & Hudson’s Bay Railway received \$100,962.86, and the Manitoba and South Western Colonization Railway \$18,449.46. The latter amount, however, was only a temporary loan, being repaid very shortly afterwards. This makes the correct statement as follows:—

M. & N. W. Ry. and H. B. Ry.	\$ 414,170.68
Railway bonuses.	744,149.70
Public buildings.	447,662.92
Cash	141,815.31
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	\$1,747,798.61

A MILLION DOLLARS UNACCOUNTED FOR

Mr. Davidson went on further to say:—

“The net proceeds of the loan, as claimed by the late Treasurer, were \$2,496,600, which leaves a balance of \$748,801.39 of a deficit in that connection. Add to this the actual cash deficit of \$248,186.40, and we have a total deficit of \$997,837.79.

“Now, as you will see by the figures given above, there is just about a round million of dollars unaccounted for, which is the aggregate of the deficits of the Greenway Government during their term of office.”

Verily, it was a most fortunate occurrence that the Greenway Government was obliterated in 1899, as otherwise the Province, instead of enjoying the enviable financial position it does at the present time, would have become hopelessly involved and discredited.

WHAT THE PRESENT GOVERNMENT DID TO RESTORE CONFIDENCE

The first step taken was to make the necessary financial arrangements to pay the past-due school grants and other accounts left unpaid by the Greenway Government, amounting to a quarter of a million dollars. Then provision had to be made for accruing payments re railway bonuses, and the repair of and improvements to many of the public buildings, some of which were tottering to their fall—all Greenway legacies. Accordingly, the present Government, in order to wipe off and to provide for the above and to give the Province a new financial start, negotiated a loan for the sum of \$500,000 on the credit of the Province.

THE ROBLIN GOVERNMENT LOAN OF \$500,000—WHAT BECAME OF IT.

The proceeds of this loan were used for and devoted to the following purposes:—

Deficit of Greenway Government	\$ 248,136.40
Public buildings, 1900-1902	81,363.19
Foundation, Parliament Buildings	14,772.86
Railway aid bonuses (Greenway)	131,453.32
Survey fees, M. & N. W. Ry. lands	21,780.78
Town of Nelson, aid	3,000.00
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	\$ 500,506.55

A NEW ERA—DEFICITS CHANGED TO SURPLUS.

Every year after assuming office the Roblin Government has been able to show increased surpluses instead of annual deficits, as were as regular under the Greenway administration as the rising and setting of the sun.

ROBLIN GOVERNMENT SURPLUS IN SEVEN YEARS

The total surplus of the Roblin Government, for the seven years 1900 to 1906, inclusive, is the large sum of \$1,731,846.20, made up as follows:—

1900	\$ 11,056.31
1901	49,444.73
1902	289,686.34
1903	148,777.83
1904	249,358.44
1905	465,123.02
1906	518,399.43
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Total	\$1,731,846.20

What a contrast! All the requirements of Government adequately provided for; larger grants to schools, hospitals, charities and agricultural societies; increased aid to municipalities towards the construction of roads, drains and bridges; all the public institutions increased in accommodation, and a total Roblin Government surplus at the end of 1906 of over a million and three-quarters, as against a deficit of a million dollars left by the Greenway administration. Comment is unnecessary; criticism is hushed to a whisper.

BUSINESS-LIKE METHODS.

It was one of the planks of the Conservative platform, adopted in 1899, that the affairs of the Province be administered in a business-like manner, and it has been largely due to this that the Roblin Government has been so successful. Upon assuming office in 1900, it was found that the revenues of the Province could and should be largely added to. The large corporations, such as railways, banks, loan, fire, investment, express, telegraph and telephone companies—all deriving large revenue from the people—paid nothing towards the support of government (as required in the other Provinces), while enjoying all the advantages thereof. Accordingly, the present government, instead of fostering these railway and other companies and enabling them to pay larger dividends, drawn from the people of the Province, to foreign stock-holders, as Greenway did, taxed them. This at once very materially added to the annual income of the Province, and has assisted the Government greatly in being able to make such a splendid showing.

School Grants.

GREENWAY GOVERNMENT.		ROBLIN GOVERNMENT.	
Year.	Amount.	Year.	Amount.
1897	\$180,088.88	1904	\$247,231.92
1898	201,557.81	1905	306,233.36
1899	148,483.24	1906	347,478.43
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	\$530,129.93		\$900,943.71

An excess in favor of the Roblin Government of \$370,813.78, a difference of over \$120,000 annually.

Grants to Municipalities.

GREENWAY GOVERNMENT.		ROBLIN GOVERNMENT.	
Year.	Amount.	Year.	Amount.
1897	\$ 43,224.34	1904	\$ 68,637.99
1898	57,052.27	1905	91,095.85
1899	39,997.69	1906	120,516.18
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	\$140,274.30		\$280,250.02

\$139,975.72 more in grants to the municipalities by the Roblin Government than by the Greenway Government during equal periods — just twice as much.

ALL LEGITIMATE REQUESTS OF MUNICIPALITIES FOR AID ALWAYS GRANTED BY ROBLIN GOVERNMENT.

Hon. Robert Rogers, Minister of Public Works, stated as follows, speaking at Portage la Prairie on the 15th December, 1906:—

“I stand here in the face of this audience tonight, as Minister of Public works for this Province, to make the statement that no municipality in the Province during the past year has made a legitimate request for aid that I have not been able to meet.” (Great cheering.)

Land Titles Offices.

LARGE INCREASE IN REVENUE.

Year.	Expenditure.	Revenue.	Excess Revenue.
1899	\$ 44,723.41	\$ 65,785.89	\$ 21,062.48
1906	98,668.04	207,577.22	108,909.18

Provincial Secretary's Department.

FURTHER EVIDENCE OF HOW ROBLIN GOVERNMENT HAS TURNED DEFICIT INTO SURPLUS.

Revenue of Department for 1893-4-5-6-7-8-9—

Seven years of Greenway Government	\$17,234 75
Salaries and office expenses for same period	46,457 82
A total <i>deficit</i> of	29,223 07

Revenue of Department for 1900-1-2-3-4-5-6—

Seven years of Roblin Government	\$85,053 50
Salaries and office expenses for same period	45,602 56
A total <i>surplus</i> of	\$39,450 94

Average annual maintenance under seven years of Liberal administration 6,636 83

Average annual maintenance under seven years of Conservative administration 6,514 63

A saving per annum of 122 20

Increase of revenue in seven years 394 per cent.

Decrease of office expenses in same period . . . nearly 2 per cent.

The revenue of the Department in 1906 was equal to the total for the last nine years of the Greenway Government.

ALSO IN OFFICE OF KING'S PRINTER

Revenue for 1893-4-5-6-7-8-9—

From Manitoba Gazette and Statutes	\$20,269	38
Cost of printing Official Gazette	8,898	52
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Surplus for seven years	\$11,370	86

Revenue for 1900-1-2-3-4-5-6—

From Manitoba Gazette and Statutes	\$34,228	25
Cost of printing Official Gazette	\$12,726	47
*Postage on Gazette.	457	82
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Surplus for seven years	\$21,043	96

*There was no postage on Gazette prior to the fall of 1900.

Cost of printing Gazette—

Under Greenway Government, 4,674 pages, at \$1.90 per page.
Under Roblin Government, 7,305 pages, at \$1.74 per page.

Under the Greenway Government the average number of copies printed each week was less than 850, while under the Roblin Government the average was over 1,000.

Notwithstanding the great increase in the cost of production in printing offices during the past six years, the Roblin Government can show a saving when compared with the Greenway Government. The current price of printing today is fully 45 per cent. in excess of the quotations in 1899. Under the Government contract the cost was:

	In 1899.	In 1903.
	Greenway Government. Per Page.	Roblin Government. Per Page.
Statutes	\$2.59	\$1.83
Sessional Bills	2.13	1.45
Votes and Proceedings	2.98	1.28
Journals and Sessional Papers.	1.48	1.47
Orders of the Day	3.45	.65
Departmental Reports	1.71	1.12

NOTE.—No printing is now done at the Deaf and Dumb Institute as under the Greenway Government.

IN ONE DEPARTMENT



Comparison of Revenues in Provincial Secretary's Department.

HOW THE ROBLIN GOVERNMENT HAS SUPPLEMENTED THE REVENUES
OF THE PROVINCE

	Greenway 1899.	Roblin 1906.	Increase 1906 Over 1899.
Subsidy	\$ 483,687.06	\$ 615,222.26	\$ 131,535.20
Int. on School Lands..	23,196.48	76,212.36	53,015.88
Fines	4,112.11	18,266.52	14,154.41
Fees	3,097.00	27,467.65	23,770.65
County Court Fees ..	6,613.31	20,192.87	13,579.56
Law Fees	5,840.10	16,894.57	11,054.47
Land Titles Fees . . .	65,785.89	207,577.22	141,791.33
Marriage Licenses.. .	1,827.00	4,669.50	2,842.50
Manitoba Gazette.. .	2,630.45	8,385.75	5,755.30
Sale of Statutes.. .	447.91	613.34	165.43
Liquor Licenses . . .	27,486.57	92,717.49	65,230.92
Interest.	33,734.83	69,512.59	35,777.76
Private Bills	1,800.00	2,740.00	940.00
Provincial Lands.. .	40,761.39	543,788.98	503,027.59
Support of Insane. .	45,295.40	94,481.71	49,186.31
Support of Incurables.	904.60	4,198.47	3,293.87
Support Deaf & Dumb	960.00	12,511.00	11,551.00
Insurance Act Fees ..	14,235.00	18,937.50	4,702.50
Succession Duties. .	1,356.84	71,310.15	69,953.31
Sundry Revenue . . .	3,510.13	6,845.37	3,335.24
Corporation Tax (new)	.....	74,416.20	74,416.20
Railway Tax (new)..	.....	84,370.48	84,370.48
Refunds . . . . .	.....	570.28	570.28
Fire Prevention . . .	.....	5,749.81	5,749.81
Land Titles Assurance Fund. . . . .	.....	120,000.00	120,000.00
	\$ 767,882.07	\$2,089,652.07	\$1,321,770.00

REVENUE GOES INTO BUILDINGS OF THE PROVINCE NOW—NOT IN
CHICAGO HOTELS—STATEMENT SHOWING EXPENDI-
TURE FROM 1900 TO 1906 INCLUSIVE.

Selkirk Asylum	\$ 60,641.53
Brandon Asylum	133,502.35
Home for Incurables	74,380.54
Reformatory	13,159.87
Deaf and Dumb Institute	55,258.30
Land Titles Offices	88,411.78
Bacteriological Building	164.42
Government House	6,154.66
Winnipeg Normal School	108,218.77
Agricultural College	292,431.61
Court House and Gaol, Brandon	321.45
Court House and Gaol, P. la Prairie	2,432.82
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	\$835,078.10

A FIVE YEARS' RECORD—ERCTION OF PUBLIC BUILDINGS BY GREEN-
WAY AND ROBLIN GOVERNMENTS—WHAT A DIFFERENCE

GREENWAY.	ROBLIN.
1895	\$ 14,733.01
1896	8,253.47
1897	27,499.09
1898	19,499.12
1899	9,364.32
	<hr/>
	\$ 79,349.01
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	\$780,265.97

Excess in favor of Roblin Government, \$702,916.96.

RAILWAYS AND CORPORATIONS TAXED.

The revenue derived from this source, during the years 1900 to 1906, inclusive, is:—

Railway Taxation.	Corporation Taxation.
1900	\$ 16,000.00
1901	25,559.65
1902	30,099.14
1903	65,000.52
1904	63,619.60
1905	66,351.38
1906	84,150.48
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	\$350,780.77
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	\$305,269.15

A total for both purposes of \$656,049.92, and wholly given to the people of the Province.

Grants to the People.

The following statement shows the grants made to the people out of public moneys for the three years, 1897, 1898, 1899 (Greenway Government), and 1904, 1905 and 1906 (Roblin Government):—

GREENWAY GOVERNMENT

Object.	1897.	1898.	1899.
Rifle Association	\$ 250.00	\$ 500.00	\$ 250.00
Historical Society	250.00	250.00	250.00
Railway Bonuses	12,198.69	12,198.69	12,198.69
Schools	180,088.88	201,557.81	148,483.24
Public Works, Bridges and Colonization Roads	43,224.34	57,052.27	39,997.69
Manitoba University	3,500.00	4,250.00	3,500.00
Agricultural Societies	15,561.28	13,865.14	14,245.10
Farmers' Institutes	2,002.13	1,826.28	1,590.25
Dairy Association	89.80	200.00	200.00
Stock Breeders' Association	300.00	300.00	400.00
Poultry Association	350.00	350.00	350.00
Brandon Hospital	4,251.00	4,882.31	3,508.88
Brandon Agricultural Society	500.00	.....	.....
Children's Home	500.00	500.00	500.00
Girls' Home of Welcome	500.00	.....	500.00
India Famine	2,000.00	.....	.....
Morden Hospital	1,482.00	1,288.12	1,369.13
Prisoners' Aid	100.00	125.00	150.00
St. Boniface Hospital	11,269.12	10,308.93	12,752.63
St. Boniface Orphanage	500.00	500.00	500.00
Winnipeg General Hospital	14,717.63	15,150.20	16,218.75
Women's Home	250.00	250.00	250.00
Winnipeg Exhibition	3,500.00	3,500.00	4,000.00
Brandon Exhibition	2,000.00	2,000.00	4,000.00
Prairie Fire Relief	4,388.47	4,005.86	.....
Westminster Relief . . . . .	.....	1,000.00	.....
Horticultural Society . . . . .	.....	100.00	200.00
Salvation Army	250.00	250.00
Children's Aid Society	1,000.00
Brandon Ct. H. & G.	2,800.00	2,800.00
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	\$303,773.34	\$339,010.61	\$269,464.36

Total Grants 1897-8-9, \$912, 248.31.

ROBLIN GOVERNMENT

Object.	1904.	1905.	1906.
Rifle Association	\$ 350.00	\$ 350.00	\$ 350.00
Schools.	241,231.92	306,233.36	347,178.43
Public Works, Buildings and			
Colonization Roads	68,637.99	91,095.85	120,516.08
Manitoba University	6,000.00	6,000.00	6,000.00
Agricultural Societies and			
Farmers' Institutes	16,561.26	17,239.65	17,554.81
Dairy Association	200.00	200.00	200.00
Stock Breeders' Association.	200.00	200.00	200.00
Poultry Association	300.00	200.00	300.00
Brandon Hospital	16,246.75	6,827.25	6,750.38
Brandon Agricultural Society	100.00	.....	.....
Children's Home	1,000.00	4,725.13	4,691.25
Girls' Home of Welcome . .	350.00	200.00	200.00
Morden Hospital	1,581.37	4,303.00	1,272.38
St. Boniface Hospital . . .	32,553.50	22,223.00	31,872.25
St. Boniface Orphanage . .	500.00	500.00	500.00
Winnipeg General Hospital..	21,387.37	26,464.50	32,694.75
Women's Home	200.00	200.00	200.00
Winnipeg Exhibition	15,000.00	5,500.00	5,500.00
Brandon Exhibition	4,000.00	5,000.00	4,750.00
Western Horticultural Society	.....	200.00	200.00
Salvation Army	400.00	.....	.....
Children's Aid Society . . .	.....	500.00	500.00
Portage la Prairie Hospital.	1,983.75	5,371.50	2,215.50
Sisters of Mercy	4,160.25	4,468.13	4,700.63
Sheep & Swine Association ..	200.00	200.00	200.00
Horse Breeders' Association .	200.00	200.00	200.00
Portage la Prairie Ag. Society	1,000.00	1,000.00	.....
Dauphin Hospital	1,785.75	4,524.13	2,307.88
Shoal Lake Hospital	435.75	453.38	380.83
St. Joseph's Orphanage . .	500.00	500.00	5,500.00
Foundling Children's Home.	250.00	250.00	250.00
N. W. Agricultural Society .	3,000.00	2,000.00	2,000.00
S. M. Ag. Association . . .	2,000.00	2,000.00	2,500.00
Min. Ag. Society	500.00	.....	500.00
Carberry Hospital	246.75	.....	.....
Souris Hospital	201.75	473.75	.....
Swan River Hospital	1,000.00	632.25	958.88
Bee Keepers' Association ..	100.00	100.00	.....
Brandon Hort. & F. Society	.....	100.00	100.00
Carberry E. D. A. Society ..	.....	300.00	.....
Souris E. D. A. Society . .	.....	500.00	250.88
Westbourne E. D. A. Society	.....	500.00	.....
Grace Hospital . . . . .	.....	12,228.25	4,036.18
Neepawa Hospital . . . . .	.....	2,971.38	745.88
Teulon Hospital . . . . .	.....	417.75	691.50

Object.	1904	1905	1906
Carman Hospital	1,000	1,163.75	
Margaret Scott Home	500.00	500.00	
Gilbert Plains E. D. A. Soc'y		500.00	
Deloraine E. D. A. Society		500.00	
Varillion E. D. A. Society		500.00	
Norfolk North E.D.A. Society		500.00	
Portage & Lakeside E. D. A. Society		500.00	
S. Brandon E. D. A. Society		500.00	
Dauphin Ag. Society		500.00	
 Total	\$443,364.16	\$537,852.26	\$614,532.24

Total Grants, 1904-5-6, \$1,595,748.66, or \$683,534.35 more than Greenway Government for a similar period—three years.

COST OF "RUNNING THE MACHINE."

COMPARATIVE SALARIES, 1899-1906.

Service.	1899.	1906.
Legislation	\$ 4,677.40	\$ 7,784.50
Executive Council	2,100.00	3,700.00
Provincial Lands	3,362.46	6,270.00
Fire Commissioner		2,300.00
Boissevain		5,720.00
Neepawa		9,805.00
Carman		6,380.00
Audit Office	2,393.33	2,300.00
Library	1,820.00	2,500.00
Treasury Department	2,100.00	11,843.83
Provincial Secretary's Department	5,580.00	7,460.00
Education Department	3,236.00	5,170.00
Agriculture Department	5,500.00	8,010.00
Attorney-General's Department	6,500.00	7,983.35
Public Works Department	5,700.00	14,528.61
Railway Commissioner	1,917.39	700.00
Municipal Commissioner	1,500.00	2,425.00
Land Titles Office, Winnipeg	20,342.50	43,586.25
Land Titles Office, Portage la Prairie	8,610.00	7,460.67
Land Titles Office, Brandon	6,000.00	10,684.27
Land Titles Office, Morden	6,690.00	6,585.48
Law Courts	18,670.00	24,252.10
Police Magistrates	3,216.50	7,123.84
Police	3,000.00	9,567.23
License	1,800.00	5,800.00
Gaols	8,560.00	16,555.50
Gen. Employees Public Works	5,740.15	9,874.35
Court House, Winnipeg	1,841.20	2,672.00

Service,	1899.	1906.
Court House, Brandon	480.00	480.00
Court House, Portage la Prairie	360.00	420.00
Caretaking, Land Titles Offices	960.00	1,635.00
Asylum, Selkirk	12,880.00	20,352.87
Asylum, Brandon	12,136.72	24,809.16
Deaf and Dumb Institute	5,440.00	10,454.00
Home for Incurables	6,706.30	11,033.25
	\$170,069.95	\$322,417.66

The revenue of Greenway Government in 1899 was ..\$ 776,233.85
 The revenue of Roblin Government in 1906 was 2,080,652.07

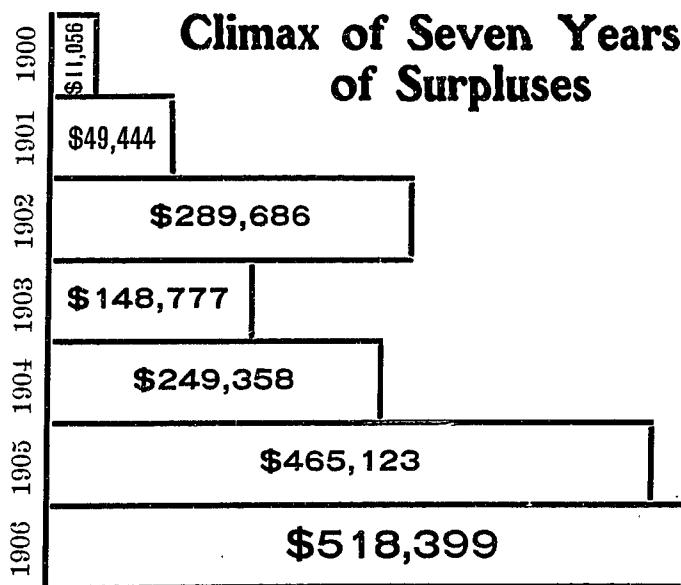
The Greenway Government therefore expended for salaries 22 per cent, or nearly one-quarter of its income.

The Roblin Government therefore expended for salaries a trifle over 16 per cent, or about one-seventh of the income.

NOTE.—This is the only fair way of comparing the cost of running the machine. The increase in revenue in 1906 over 1899 shows that the business of the Province has expanded. Apply the principle to an increasing mercantile business. As it increases, so must, necessarily, the cost of operating it.



HON. J. H. AGNEW, Provincial Treasurer



ROBLIN GOVERNMENT SURPLUSES ACCOUNTED FULLY FOR

Surpluses for the years 1900 to 1906, in- clusive	\$ 1,731,846.20
Expended on Public Buildings	\$ 835,087.10
Cash on hand, Consolidated Revenue Ac- count	<u>812,760.26</u>
	\$1,647,838.36
Balance made up by extraordinary expen- diture	84,007.84
Surpluses for years 1900 to 1906, in- clusive	1,731,846.20
Loan, Provincial Debentures, Series "G"	<u>500,000.00</u>
	\$2,231,846.20
Deficit of the Greenway Government . .	\$ 248,136.00
Public Buildings	\$85,078.10
Aid to Railways	\$82,775.25
Railway Aid Bonuses	64,740.75 147,516.00
Survey Fees	53,516.00
Expenditure on Ledger ac- counts over amounts re- ceived on Ledger accts.	<u>135,234.28</u>
	\$1,419,686.28
Consolidated Revenue Cash on hand	\$812,760.26
Less Cash on Hand Dec. 31, 1899	600.29 812,159.97
	\$2,231,846.20

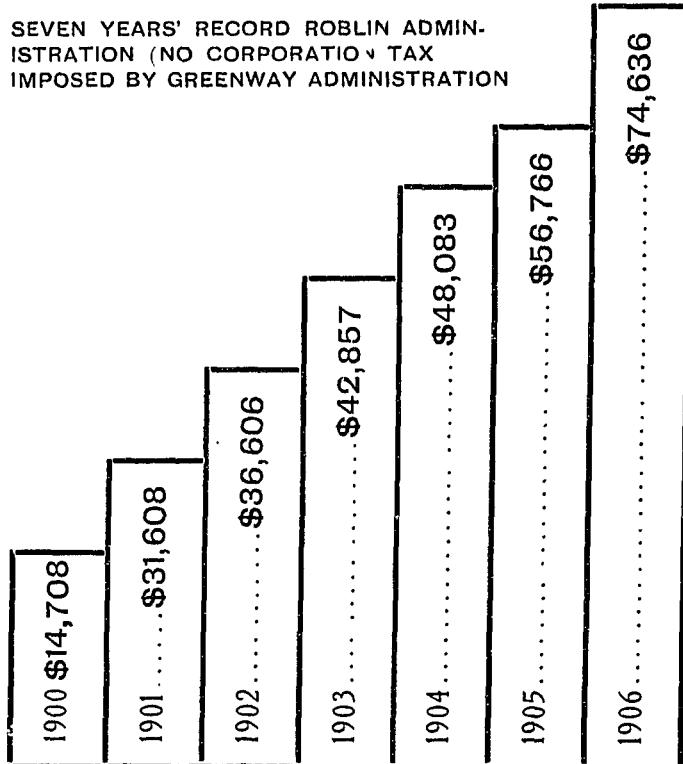
ESTIMATED REVENUE FOR 1907, ROBLIN GOVERNMENT.

	Estimated 1906.	Received 1906.	Estimated 1907.
Subsidy	\$ 608,947.06	\$ 615,222.26	\$ 621,497.46
Int. School Lands Fund	90,000.00	76,212.36	110,000.00
Fines	18,000.00	18,266.52	18,000.00
Fees, Prov. Sec'y Dept.	15,000.00	20,512.40	17,500.00
Fees, Dept. Agri. & Im.	5,000.00	6,955.25	7,500.00
County Court Fees . .	18,000.00	20,194.07	20,000.00
Law Fees	15,000.00	16,893.97	17,000.00
Land Titles, Gen. Fees	170,000.00	207,577.22	205,000.00
Marriage Licenses . . .	4,500.00	4,669.50	4,700.00
Manitoba Gazette . . .	5,000.00	8,385.75	6,500.00
Sale of Statutes . . .	300.00	613.34	300.00
Liquor Licenses	85,000.00	92,717.49	85,000.00
Interest	65,000.00	69,512.59	70,000.00
Private Bills	2,700.00	2,740.00	2,500.00

Provincial Lands . . .	400,000.00	543,788.98	450,000.00
Support of Insane . . .	85,000.00	94,481.71	100,000.00
Support of Incurables . . .	4,000.00	4,198.47	5,000.00
Sup. of Deaf & Dumb . . .	11,000.00	12,511.00	11,000.00
Succession Duties . . .	90,000.00	71,310.15	50,000.00
Insurance Act Fees . . .	16,000.00	18,937.50	10,000.00
Corporation Tax . . .	65,000.00	74,636.20	80,000.00
Railway Tax . . .	80,000.00	84,150.00	100,000.00
3% Gross Earnings . . .	10,000.00	.....	.....
Fire Prevention . . .	.....	5,749.81	5,000.00
Nor. & Mod. School Fees . . .	.....	.....	7,000.00
Sundry Revenue . . .	2,000.00	6,845.37	2,000.00
Refunds . . .	1,000.00	12,000.00	12,000.00
Land Titles Assurance Fund . . .	12,000.00	12,000.00	12,000.00
	<hr/>	<hr/>	<hr/>
	\$1,878,417.06	\$2,089,652.07	\$2,017,497.46

GOING UP

SEVEN YEARS' RECORD ROBLIN ADMINISTRATION (NO CORPORATION TAX IMPOSED BY GREENWAY ADMINISTRATION



TAXATION OF CORPORATIONS

**SURPLUS OF ASSETS OVER LIABILITIES OF PROVINCE, EXCEED FORTY
SIX MILLION DOLLARS.**

DIRECT ASSETS.

Dominion Government, Capital and Interest Account..	\$ 3,080,943.80
Loans, Advances, etc.	185,602.18
Public Buildings, Furnishings, etc.	1,078,581.60
Cash on hand.	812,760.26
Provincial Lands—	
Deferred Payments and Interest still owing.	\$1,500,000.00
Unsold Lands, 808,682 acres, at \$3.00	2,696,046.00
	—————\$ 4,196,046.00
795,489 acres Swamp Lands examined and falling to the Province, at \$3.00	2,386,467.00
	—————
	\$13,240,400.84
To which add 5,358,834.35 acres Swamp Lands (according to estimate of Royal Commission) at \$3.00	\$16,076,503.05
	—————
	\$29,316,903.89
Also add as Trust Asset, the principal monies of which are not available, but are held and controlled by the Dominion Government for the benefit of this Province.	
School Lands Fund, Dec. 31, 1905.	\$1,329,137.82
Deferred payment, at Dec. 31, 1905	850,861.15
Estimate of 2,350,331 acres of School Lands, at \$8.00	18,802,648.00
	—————
	20,982,646.97
	—————
	\$50,299,550.86

DIRECT LIABILITIES.

Provincial Debentures—	
Series "A"	\$ 787,426.67
" " B "	255,986.66
" " E "	1,498,933.33
" " F "	997,666.66
" " G "	500,000.00
	—————\$4,040,013.32
Advance payments by drainage districts, etc.	8,960.23
	—————
	4,048,973.55
Surplus of Assets over Liabilities	\$46,250,577.31

COMPARATIVE STATEMENT SHEWING WHAT MANITOBA PAYS TO AND RECEIVES FROM THE DOMINION GOVERNMENT

Paid, Year Ending June 30, 1906.	Received, 1906.
Customs (duties on imports)	Subsidy
Excise	1,090,707.00
<hr/>	<hr/>
Total	\$4,710,779.03
Subsidy	615,222.26
<hr/>	<hr/>

\$4,095,556.77 paid by Manitoba to Dominion in 1906 more than received.

NOTE.—Customs figures only relate to collections at Port of Winnipeg, and do not include receipts at Ports of Brandon, Emerson, Kil-larney and Virden. Excise figures do not include any part of the Territories, but only Manitoba.

GRIT DRAINAGE SCANDALS

When the Conservative Government took over the administration of the affairs of the Province, certain drainage district contracts came under investigation, and a most disgraceful condition of affairs was revealed. Contracts had been given to a favored contractor and close friend of Clifford Sifton, at that time Mr. Greenway's Attorney-General, for work in the St. Andrews and Boyne Swamp Drainage Districts. What was disclosed?

DRAINAGE DISTRICT NO. 1.

Advertisement called for expenditure of \$80,000. Bonds were, however, issued for \$100,000;

Contract awarded to C. Whitehead for a lump sum of \$91,760;

No penalty in contract for non-completion of work. Straw bondsmen taken as security;

Imperial Bank made advances to Whitehead on loan effected by Provincial Treasurer to extent of \$17,000 before the debentures were realized upon;

Subsequently overdrafts of Whitehead at Imperial Bank were guaranteed by Robert Watson, Minister of Public Works, and J. W. Sifton, Chief Clerk and father of Clifford Sifton, to extent of \$30,000. Changes were made in contract and plans without knowledge or consent of bondsmen;

Drainage area was decreased and the excavation increased;

A steam dredge was purchased at a cost of \$4,541, and charged to the Drainage District;

Whitehead was given use of it without cost, and afterwards abandoned it;

Customs charges and freight charges to the extent of \$1,962.53 were paid by Government upon this dredge and charged to "Aid to Municipalities."

DRAINAGE DISTRICT NO. 2.

The disgraceful condition of affairs cannot be better described than to quote from the speech of the Hon. Robert Rogers, Minister of Public Works, in the Legislature at the 1901 Session. Mr. Rogers said:

"They had another Drainage District, No. 2, known as the Boyne Marsh. They had the same contractor, and let us see what kind of treatment Mr. Whitehead got here. His tender for the work was \$330,000, and is short and interesting. It reads this way:—Tender for work on the Boyne Marsh. I will do work as per specifications for \$330,000—11 cents per cubic yard.

"That was all he had to say. He got the contract, but before he got it he got a loan of \$11,000. His tender was accepted on Oct. 1st, but on Aug. 8th a progress estimate was made, and he was given \$20,000 on two dredges for use in prosecuting the work. At the same time there was an advance upon the same plant on account of Drainage District No. 1. On Dec. 19th, another progress estimate was made, and \$9,405 was paid for 95,000 cubic yards of excavation. On May 4th, 1899, an estimate was passed for an advance of \$10,000 upon 3,000 cords of wood. On Aug. 9th, 1899, a voucher was issued for \$32,296, being a progress estimate upon 336,326 cubic yards. In this third item they paid Mr. Whitehead over again for the item paid for in full before. This is evidence of an unbusiness-like management, I am sure. By that means Mr. Whitehead had \$9,000 for work which he had never done at all. They advanced him \$10,800 for cordwood, and when they advanced it in the spring of the year, if they were conducting affairs on businesslike methods, they would have deducted this from the estimate, but they did not do so. They paid him again later on, and did not deduct anything for the wood, which, by this time, had gone up in smoke.

"On Dec. 31st, we find that the contractor had \$20,000 advanced on dredges, \$9,405 paid twice, \$10,800 advanced on wood, and accounts paid by the Government to David Alexander and others of \$524.10, or a round total indebtedness to the people of the country, and which he had succeeded in obtaining in the manner described, of \$40,729.10.

"That was not so bad. When we came into power, we found, upon making a re-measurement, that the engineers had paid Mr. Whitehead for work he had never done, to the extent of \$4,500, making a total of some \$45,000 he owed to the people of the Province. This is the sort of thing we have had to contend with, and it has taken us some

time to rectify it. But we have made improvements every year, and are glad to be in the strong financial position that we are today.

"But even after our friends were defeated, they still kept an interest in Mr. Whitehead, and they came down here with certain letters from him asking for an extension of the contract and amplifications. He was obliged by the contract to throw the earth back sixteen feet, and he was asking just before these gentlemen left office to have this reduced to eight feet, in order that he might, from the proper management which he expected from the Government of that time, to be able to carry on the work under modified conditions.

DECEITFUL TACTICS.

"In order that they might get that letter filed in its proper place, what do you think they did? It was somewhat difficult, because as letters are received at the Department they are numbered and filed away. So, under the date it was supposed to be written they stamped the number 689-43½, the only half number of in the Department. This is the way they managed this work, and yet here we have the man who is responsible for all the irregularities of this Department, going up and down the country talking about the Boyne Marsh. This is the limit."

STANDING OF WHITEHEAD BOYNE SWAMP CONTRACT WHEN PRESENT GOVERNMENT ASSUMED OFFICE.

Over-measurement paid, 49,226 cubic yards,	
at 11c.	\$ 5,414 86
Over-payment, first estimate paid twice.	9,405 00
Advance on dredges.	20,000 00
Advance on cordwood.	10,800 00

	\$45,619 86

\$50,000 SAVED TO THE PROVINCE.

Mr. Whitehead, the favored contractor of the Siftons (father and son), knowing that "the game was up" when the present Government took hold of the reins of office and that henceforth his contract would be a reality and not a farce, deemed it wise and prudent to assign his Boyne Marsh contract to one Macdonald, which was readily given effect to by the present Government (the Province had had quite enough of Mr. Whitehead), upon the said Macdonald entering into an agreement to make good to the Government the indebtedness of Whitehead and his omissions to do certain work paid for but not performed by him. The indebtedness and shortcomings of Whitehead were therefore in due course satisfied and fully \$50,000 saved to the Province.

DRAINAGE ACCOMPLISHMENTS OF PRESENT GOVERNMENT

What a difference! Dishonest and crooked methods replaced by honest and intelligent administration. Since 1890 work on the Boyne

Swamp Drainage District has been prosecuted with energy and intelligence, and is rapidly nearing completion, and thirteen additional drainage districts have been formed, in some of which all the work has been finished and in others substantial progress has been made.

PRESENT STATUS OF DRAINAGE DISTRICTS

District.	Land Benefited.	Drains Constructed.	Remarks.	
			Acre.	Miles.
No. 1 . . .	64,400	70		Completed
No. 2 . . .	449,591	383		Incl. 114 mls. dredge channels
No. 3 . . .	36,364	65		Completed
No. 4 . . .	80,508	152		Incl. 5 mls. dredge channels
No. 5 . . .	129,490	6		
No. 6 . . .	21,270	28		Completed
No. 7 . . .	8,400	6.3		Completed
No. 8 . . .				Not yet organized
No. 9 . . .	132,379	134.3		Completed
No. 10 . . .	43,610	46		Incl. 11 mls. dredge channels
No. 11 . . .	70,094	62.5		Completed
No. 12 . . .	132,836	84		Incl. 34 mls. dredge channels
No. 13 . . .	7,232	4		Straight. chnl. of Mill Creek
No. 14 . . .	67,088	47		
No. 15 . . .	21,761	21.1		Completed
No. 16 . . .	62,971	55		

The above districts comprise 2,075 square miles.

The foregoing record is most creditable to the Roblin Government, and its opponents are challenged to point to the misappropriation of a single dollar in connection with any of the works involved. Public works are executed on business principles and for the benefit of the public—not in favor of much-nursed contractors, as is the policy of all Grit administrations.

The Roblin Government's Vigorous Railway Policy.

In the Conservative platform, adopted prior to the general election in 1899, the following appears:—

“The adoption of the principle of government ownership of railways, in so far as the circumstances of the Province will admit, and the adoption of the principle that no bonuses should be granted to any railway company which does not give the Government of the Province the control of rates over line bonused, together with the option of purchase.” And it was not long after assuming office that the present Government proceeded to carry out this pre-election promise. It was believed that

the "giving away" policy of Mr. Greenway, without receiving any corresponding equivalent, was unnecessary and unwise. The present Government realized that a competing railway system and an absolute control of rates was what was needed, and accordingly in the year 1901 entered into a contract with the Canadian Northern Railway Company, which secured this result, which has saved to the people of the Province millions of dollars in freight rates. And this has been accomplished without costing the Province one dollar.

GREENWAY FED THE RAILWAYS AND THE PROVINCE SECURED NO BENEFIT.

During his term of office Mr. Greenway gave away to the railways over a million dollars and procured absolutely no benefit, no reduction of rates, and was forced to declare at the end that his policy was a failure. He said in his election address of 1899: "I am strongly convinced that lower rates than now prevail can ultimately be secured. I have long maintained that grain can be transported to Lake Superior at a maximum rate of ten cents per hundred pounds. If such a rate cannot be obtained over existing lines I am in favor of turning our attention elsewhere for relief."

What an admission, after giving away a million dollars of the peoples' money for absolutely nothing, relief was to be sought elsewhere, and at further cost to the Province.

DETAILS OF MR. GREENWAY'S MILLION DOLLAR GIFT TO THE RAILWAYS.

Nett cost of R.R.V.R. construction.....	\$ 105,875	12
R.R.V.R. Main line 66 miles..	115,500	00
Portage Extension 52 miles..	91,000	00
Morris-Brandon 120 miles..	210,000	00
Morris-Brandon, extra 25 miles..	43,750	00
Souris Extension 148 miles..	150,000	00
Pipestone and Glenboro 53 miles..	87,377	50
Belmont and Hartney 46 miles..	100,500	00
Foxton Extension 19.61 miles..	34,317	50
Reston Extension 14.55 miles..	25,462	50
<hr/>		
544.16 miles		

Railway Aid Bonuses—

Municipality of Westbourne	62,250	00
Municipality of Birtle.....	32,166	65
Municipality of Shoal Lake (\$1,435.20 still to pay)	14,644	95
Municipality of St. Andrews	19,250	00
<hr/>		
	\$1,092,094	22

WHAT THE GREENWAY RAILWAY POLICY IS COSTING THE PROVINCE ANNUALLY.

The amount above shown as having been "given" to the railways by Mr. Greenway came out of the proceeds of the loans negotiated by his administration, upon which the Province has been paying for some years, is now paying, and will continue to pay up to the maturity of the debentures, an average rate of interest of 4.10 per cent. Therefore the Province is paying \$41,775.85 a year for Mr. Greenway's railway policy--a policy which gave everything and got absolutely nothing in return.

CONTROL OF RATES—A CONTRAST.

Greenway-N. P. Agreement.

The rates made by the Company shall not be higher to and from Portage la Prairie, Winnipeg and intermediate points, from and to Duluth and other eastern points, than the rates made by the Canadian Pacific Company between Emerson, Morris and other points near the International Boundary and Port Arthur and other eastern points. Local and through rates shall be fair and reasonable. This will make the rates of wheat from Portage la Prairie, Winnipeg and intermediate points to Duluth 21¢ per 100 pounds.

Roblin-C. N. R. Agreement.

In consideration of the guarantee of the said bonds and the assignment of said lease and option, the Company hereby agrees that up to the 30th day of June, 1930, the Lieutenant-Governor-in-Council from time to time shall fix the rates to be charged or demanded by the Company for the carriage of all freight from all points on the Company's lines in Manitoba to Port Arthur, and from Port Arthur to all points on the Company's lines in Manitoba, and from all points on the Company's lines in Manitoba to all other points on said lines in Manitoba. Provided, always, that, before any rates are so fixed, the Company shall be heard, and their interests taken into consideration. The Company agrees that it will not at any time after the rates have been so fixed charge or demand for the carriage of freight between the points aforesaid greater rates than those so fixed by the Lieutenant-Governor-in-Council.

A MAGNIFICENT SHOWING—OVER 1200 MILES OF C. N. RAILWAY CONSTRUCTED WITHIN THE PROVINCE UNDER ROBLIN GOVERNMENT IN LESS THAN SIX YEARS, WITHOUT COST.

Under the policy of the Roblin Government over twelve hundred miles of railway have been constructed without a cent of cost. The details are as follows:—

	Miles.
To Erwood station	107
To south-eastern boundary and Port Arthur . .	353
Gilbert Plains branch	27.22
Oak Point branch	65.10
Beaver to Gladstone	18.3
St. Charles to Somerset	78.59
Neepawa line towards McCreary	52.4
Emerson line	73.65
Extension to McCreary	18
Portage la Prairie south-westerly	51.5
Carberry-Humerton	22.8
Greenway-Wakopa	52.1
Rossburn extension	79
Hartney-Virden branch	37.46
Brandon-Carberry junction	25.51
Dundee branch	4.1
Birds Hill branch	4.51
DeLourdes spur	1.25
Oakland branch	17.11
Gretna to Portage la Prairie	77
Boundary to Morden	16
Brandon-Regina line	55
<hr/>	
Total	1236.60

CONNECTION WITH LAKE SUPERIOR.

Under the agreement with the Canadian Northern Railway Company, the Government secured the completion of the line from Rainy River to Port Arthur, thus giving to the people of the Province another grain outlet and competition in earnest with the Canadian Pacific Railway Company for the first time and without costing the Province one single dollar. The Greenway Government did not or could not procure this connection. Mr. Greenway's railway policy was a disjointed one—railways were built in pieces, here and there, with no outward connection.

ROBLIN GOVERNMENT SECURED CONTROL OF RATES FOR NOTHING— WHAT GREENWAY SAID HE WAS PREPARED TO GIVE A MILLION DOLLARS FOR

The control of rates on all the Canadian Northern lines within the Province and to Port Arthur is absolute, and has been put into practical effect. Greenway's aided branch lines in the Province had accomplished nothing in this respect. He talked about a line to Duluth, spent thousands of dollars for legal opinions, but accomplished nothing. Finally he said, speaking at a public meeting at Portage la Prairie, shortly prior to his forced exit in 1899, "When I discussed the building of the South-Eastern line with Mr. MacKenzie he spoke of making arrangements for the construction of a line on Canadian territory. You remember the opposition to aiding a line to Duluth for the purpose of

getting a ten cent rate. I said to Mr. MacKenzie, in the Russell House, Ottawa, *if you will guarantee me a ten cent rate, I am prepared to recommend the Manitoba Government to give you an out-and-out bonus of a million dollars.*"

It is, therefore, manifest that the Roblin Government saved the Province in this one particular a million dollars. A ten-cent rate on wheat from Winnipeg to Port Arthur *on all lines* exists today, and the Roblin Government secured the reduction for nothing.

GRAIN RATES REDUCED.

Under the agreement with the Government the rates on grain on all Canadian Northern lines in the Province and to Port Arthur were first reduced two cents a hundred pounds on the tariff in force on 11th February, 1901 (date of C.N.R. agreement with the Government), and again in 1903 a further reduction of two cents a hundred pounds was made by the Government.

EFFECT ON C. P. R.—OBLIGED TO MEET C. N. R. REDUCTION.

The further reduction in 1903 of two cents on the rates on grain made by the Government on C.N.R. lines, before alluded to, was so substantial and far-reaching in its effect that the Canadian Pacific Railway Company was obliged to consent to a reduction of rates of a similar character. Accordingly an agreement was arrived at by which the Canadian Pacific Railway Company reduced their rates on grain three cents a hundred pounds from all points in the Province to Fort William, upon the Government making the last reduction of grain rates on the C.N.R. lines only applicable to the extent of one cent instead of two.

WHAT IT MEANS TO THE PROVINCE.

The benefit is immeasurable, it being estimated that the saving to the people by the reduction of rates referred to can conservatively be estimated at two million dollars annually. The reductions are applicable on both the C.P.R. and C.N.R. lines from Winnipeg east to Lake Superior and from every station on those lines in the Province of Manitoba.

MR. BROWN NOT A GOOD PROPHET.

When the Canadian Northern contract with the Government was made in 1901, Mr. Brown was one of its strongest opponents, and journeyed to Ottawa and opposed its consummation—fortunately, however, without result, or otherwise the people of the Province would have lost the construction of over eight hundred miles of railway and still be staggering under oppressive freight rates. He foretold of the great calamities that would befall the Province if this "iniquitous bargain" as he termed it, was ratified. Results speak for themselves, and constitute the best proof to this twentieth century prophet.

WHAT HIS PRESENT RAILWAY POLICY IS.

It is rather difficult to determine what Mr. Brown's policy is on a variety of subjects. As nearly as can be gathered from his utterances, on the question of railways it is to discontinue the building of further lines in the Province. He said at the Liberal Convention, held last March (Free Press, 28th March, 1906), "The railway question is not so acute as it was ten or twelve years ago, because the Province is well served with lines built by the Greenway Government or by the present Administration."

Of course he had to introduce the Greenway Government in the above remarks.

It would never do to give the credit to the Roblin Government, to whom it is due, for the great railway development that has taken place during the past six years and forever settling the agitation respecting freight rates. He, moreover, is opposed, he says, to the guaranteeing of railway bonds. How then would he procure the construction of needed lines in the Province from time to time as required? He either, presumably, would not build them at all, or else go back to Greenway's policy of giving \$1,750 a mile of the people's money and getting nothing in return.

ROTEN RAILWAY PLANK.

At the Liberal convention, held in March last, the following resolution was adopted: "That this convention expresses its emphatic disapproval of the unwise wholesale guaranteeing of railway bonds."

What clap-trap! No unwise wholesale guaranteeing of railway bonds by the present Government has taken place, as stated. All bonds guaranteed have been to ensure the construction of needed lines in portions of the Province, and in no case have lines been built that were not necessary and for the benefit of the people of the localities affected. This plank is weak in the extreme, and will not stand much pressure.

A COMPARISON—MR. BROWN'S OTTAWA FRIENDS MAKE A WHOLESALE RAID ON THE TREASURY FOR RAILWAY GUARANTEES AND SUBSIDIES—A REALITY, NOT A SUPPOSITION.

It only requires but a cursory examination to demonstrate that Mr. Brown is a "straggle-legged" politician. What he condemns in Mr. Roblin he applauds in Sir Wilfrid Laurier. Guaranteeing railway bonds by Mr. Roblin, he says, is what he condemns. Has he ever looked to ascertain the extent of the subsidies, bond guarantees and land grants given away by Sir Wilfrid Laurier and his Government to railway companies? During the year 1905, cash subsidies to the amount of \$1,275,629.53 were paid to the following railways:—

Atlantic and North-Western Railway Company	\$ 186,600 00
Atlantic and Lake Superior Railway Company	42,936 86
Algoma Central and Hudson's Bay Railway Company	341,440 00
Bruce Mines and Algoma Railway Company	25,120 00
Beersville Coal and Railway Company	20,736 00
Canadian Pacific Railway, Pheasant Hills Branch	56,576 00
Halifax and South-Western Railway Company	291,842 00
Kootenay and Arrowhead Railway Company . Lindsay, Bobcaygeon and Pontypool Railway Company	4,176 15
Middleton and Victoria Beach Railway Com- pany	185,173 06
Orford Mountain Railway Company	47,780 00
South Shore Railway, Canadian Bridge Com- pany	38,250 00
St. Mary's River Railway Company	3,456 46
	<hr/>
	\$1,275,629 53

Bonds of the Quebec Bridge and Railway Co., for \$6,678,200.00 and interest at 3 per cent. for 50 years, were guaranteed. Likewise bonds of the Canadian Northern Railway Company (the same line that Mr. Brown blames Mr. Roblin for aiding) for principal and interest at the rate of 3 per cent. on £1,923,287 sterling, for 50 years. This guarantee is at the rate of \$13,000 per mile (\$3,000 more than Mr. Roblin's guarantee) for the line from the end of the Gilbert Plains Branch to Edmonton, a distance of 620 miles, and the extension of the Prince Albert branch 100 miles, a total distance of 720 miles at \$13,000 a mile and interest. And lastly, has Mr. Brown forgotten the Grand Trunk Pacific guarantee, which is for a sum equal to 75 per cent. on the construction cost of the western division and \$13,000 a mile on the prairie section?

Verily, the similarity of the two cases, i.e., the nature and extent of aid to railways by the present Government of Manitoba and the tricksters at Ottawa are as different in size as a flea and an elephant; and yet Mr. Brown blames Mr. Roblin and approves of his Grit friends at Ottawa.

Mr. Brown has become an apt pupil of Messrs. Greenway, Sifton & Co. He, however, should not overdo it.

**GOVERNMENT GUARANTEE OF C. N. R. BONDS A MOST REMOTE
LIABILITY.**

It is true that the bonds of the Canadian Northern Railway Company, to the extent of eight thousand dollars a mile for construction, and two thousand dollars a mile for equipment, have been guaranteed, and the Roblin Government is proud of its record in this respect. Does any

some person allege that instead of a guarantee of bonds it would have been wiser to have given cash aid to the C.N.R. at the Greenway rate of \$1,750 per mile? If this had been done, the 1,200 miles of needed branch lines constructed under the present Government throughout the Province would have cost the enormous sum of \$2,000,000---gone, completely lost forever, like Greenway's million dollars! And what is the extent of the liability that the Province has incurred? Absolutely nothing in point of fact. The C.N.R. now extends through five Provinces of the Dominion and will shortly be a continuous line from ocean to ocean. The entire milenge under operation at the end of the year 1906 was 2,459 miles. The Province has a first mortgage on all portions of the line within Manitoba and through Minnesota and Ontario to Port Arthur. As it would be impracticable to operate the road without the portion on which the Province holds a mortgage, it naturally follows that the security which the Province holds affects the whole system. Surely, such being the case, no reasonable person will allege that the Province will ever be called upon to institute foreclosure proceedings on the Manitoba part of the system. And what has been the earning power of the C.N.R. line? Simply wonderful. Every year it is greater than in the preceding one, amply demonstrating that the liability of the Province is becoming less all the while. Even now it is a mere speck on the financial horizon.

It is apparent, therefore, that the bugaboo of contingent liability which Mr. Brown is endeavoring to set up against the present Government is of a will-o'-the-wisp character, and not entitled to serious consideration.

The Roblin Government has done away with railway monopoly in Manitoba absolutely and for all time; over 1,200 miles of new lines have been constructed; absolute control of rates is assured, and all has been accomplished without costing the Province a single cent. The record is one that any government should be proud of.

Greenway Exempted the Canadian Northern—Roblin Government Taxed It.

Under the several agreements of the Greenway Administration with the Canadian Northern Company, clauses are contained exempting all the property of that Company from all forms of taxation. The present Government abrogated this provision and provided that from and after the year 1906 the Company should pay to the Province a tax of two per cent. of their gross earnings. The sum of \$10,698.30 has been received in 1906 on this account.

NO SECRET DEALS NOW.

The railway policy of the Roblin Government is one of candour: everything is done above board, and not in the dark and secretly, as was

the case in the Greenway Administration. Mr. Greenway was the arch conspirator, but he had two able lieutenants in the persons of two of his colleagues, now "Senator" Robert Watson and Mr. J. D. Cameron. All three deliberately, wilfully and knowingly, falsified facts and deceived the public prior to the 1899 elections. It had been charged by Mr. Mellen, President of the Northern Pacific Railway Company, that his Company had been most unfairly treated by the Greenway Administration in the matter of aid towards the construction of certain branch lines. It was stated by the three conspirators that they could not give aid to the Northern Pacific for the reason that the C.P.R. was building the lines for nothing. At Portage la Prairie, Nov. 20th, 1899, Mr. Greenway said, "Would they be justified in adding extensions, then, with \$1,750 per mile, when they could get them built for nothing?"

Mr. Watson, at the same meeting, said, "We have got to-day the N.P. and the C.P.R. fighting for territory, and that is where we want them, without any bonus at all."

Mr. J. D. Cameron, Mr. Greenway's Attorney-General, speaking at a large public meeting in the City of Winnipeg, on the same date, November, 20th, 1899, in discussing the memorable letter of Mr. Mellen, President of the Northern Pacific, wherein he vigorously protested against the treatment his Company was receiving at the hands of the Greenway Government, said (Free Press report):

"Dealing with the letter itself, Mr. Cameron said that an examination would show two important admissions that, notwithstanding all that was in that letter, the result of the policy of the Government had been to secure the construction of one hundred miles of railway without costing the Province one dollar. The Government would never have been justified, in the eyes of the business men in this City or Province, in giving a grant to the N.P. in constructing lines over territories which are being covered by these other unaided lines. It was the duty of the Government to point out that they could not justify themselves before the business men and farmers of the Province, if they were to spend money with the object of supplying a territory which was to be supplied by the C.P.R. without costing the Province one dollar. In closing, Mr. Cameron drew attention to the results. The whole case showed that, when it came down to a finality, the N.P. received everything they asked for, that the Legislature of the Province carried out fully everything that had been undertaken on their part. It showed, further, that the action of the Government had been such that there had been constructed in the Province this year nine miles from Portage la Prairie northerly; twenty miles from Portage la Prairie, by the N.P., westerly; twenty miles from MacGregor, by the C.P.R.; twenty miles from Hamiota westerly, and twenty-three miles southerly from Deloraine, or between ninety and one hundred miles of road, in localities which have been crying for railway facilities, and this result was obtained without costing the Province one dollar of cash or responsibility. (Cheers.)"

The public were clearly informed that the lines referred to were being constructed by the C.P.R. without aid and that, therefore, aid could not be given to the Northern Pacific Company.

What was disclosed upon the present Government assuming office? The startling fact that Mr. Greenway had promised aid to the C.P.R. for both the Hamiota and Waskada extensions at the rate of \$1,750 per mile, and had entered into a contract with the same Company for like aid for the Snowflake and Lac du Bonnet branches. The public had been deliberately deceived.

These are the gentlemen that sit in Liberal conventions and criticise the railway and other policy of the present Government. No wonder that at the Grit convention held in Winnipeg last March they, like Mr. Brown, approved of the policy of their compatriots at Ottawa, and all their political resealities.

NO MORE ILLEGAL PAYMENTS

The present Government pays no claim except on its merits. How unlike the Greenway Government, who paid to the Canadian Pacific Railway Company \$150,000 for the Souris extension, without the authority of the Legislature! Briefly, the facts are:—

In 1891 authority was given by statute to pay the Canadian Pacific Company \$150,000 for extending their line to Souris, upon the condition that the line should be completed during the season of 1891. For this purpose \$120,000 was placed in the 1891 estimates. The work was not completed in 1891, and the amount stated in the statute, and estimated to me paid, therefore lapsed.

In 1882 the time for completion was extended until July 1st, 1892, and the amount of subsidy agreed to be paid the railway company, upon the condition that the line should be completed and in operation by the first of July, 1892.

In the same year \$60,000 was placed in estimates as follows: “(Railway Aid) Souris extension, \$60,000.”

The line was not completed until after July—about the end of August. Therefore, the provisions contained in the statute as to the payment to the railway company were nullified and considered inoperative. Likewise, the \$60,000 voted in the estimates lapsed.

It made no difference, however, to Mr. Greenway: “He and his Council” authorized the issue of a special warrant for the payment of the *whole amount of \$150,000*, and it was accordingly paid.

And still another instance: In 1898 another special warrant was issued. Instead of calling the House together and adopting the constitutional usage of asking the Legislature to vote the supplies necessary for the year, Mr. Greenway and his “star chamber” Government, ten days before the opening of the Legislature, placed at their disposal, without the knowledge or sanction of the Legislature, \$100,000, and never reported the fact to the Legislature as required by law.

**GOVERNMENT RETAINS CONTROL OF RATES ON ALL RAILWAY LINES
CHARTERED BY THE LEGISLATURE.**

The present Government, keenly alive to the interests and welfare of the Province, has laid down and rigidly adheres to the policy that all railway lines chartered by the Legislature shall, as to freight and passenger rates, be subject to government control. There is, therefore, embodied in every Act incorporating a railway company the following provision:—

“The maximum rates or charges for the carriage of freight or passengers by the company on or upon any lines of railway operated under the provisions of this Act, shall, before being put into operation and effect, receive the approval of the Lieutenant-Governor-in-Council.”

This provision is in force on the Great Northern lines (the Midland Railway) being operated in the Province to-day.

NEW LINES TO BE CONSTRUCTED

Mr. Roblin, in an address delivered by him in the City of Winnipeg, on September 12th, 1906, spoke as follows as to the construction of new lines:—

“It is the policy of the Government to build a line on the Oakdale Station on the Delta line west and north along the west shore of Lake Manitoba and up through St. Rose du Lac and on to Lake Winnipegosis; also from Oak Point, on what is called the old Hudson's Bay line, north as far as settlement and the interests of the people may demand; also from Rosburn to Russell and on to Shellmouth; also from a point at or near Neepawa, on the Canadian Northern, westward through Langford, Odanah, Saskatchewan, Blanshard, by Violadale, on to the boundary in the Municipality of Ellice; to complete the line to the boundary of the Province running west from Brandon and south of the C.P.R. through the Municipalities of Sifton, Pipestone and Wallace; to complete the extension of the so-called Greenway line from a point in township two, range nineteen, on to Deloraine and northward to a point at or near Elgin; and also a line from Morris in a south-westerly direction to a point at or near Stuartburn on the Emerson-Sprague line.”

Do the people of these districts desire these lines built, or do they wish the return of Mr. Brown (who is opposed to further development) and all the consequent stagnation?

A Railway Retrospect.

Over 1,200 miles of new lines constructed since the present Government assumed office, without the cost of a single dollar to the Province.

Absolute control of freight rates.

Rates on grain and other merchandise substantially reduced.

Greenway gave a million dollars as aid to railways, secured no reduction in rates or equivalent, and finally turned down the Northern Pacific.

Secret deals with the C.P.R.

The annual cost to the Province for interest on the sum squandered by Greenway in aiding railways is over \$15,000,00.

Brown objects to Government guaranteeing bonds of railway companies for the construction of needed branch lines throughout the Province, yet is a strong supporter of the Government at Ottawa which builds hundreds of miles of railway at a cost to the country of many millions, and makes a present of the same to the G.T.P. exploiters; and which annually subsidizes railways in Eastern Canada to squandering proportions.

Business being done by the C.N.R., warrants statement that Province will never be called upon to pay a dollar with respect to the interest guarantee.

Greenway nursed the railway promoters: present Government taxed them. Greenway exempted them from taxation, and received nothing in return. Present Government has received from railway tax (2% of gross earnings) since the tax was imposed in 1890, up to the end of 1906, \$656,049.92.

How the Railways Fared

UNDER GREENWAY GOVERNMENT

BONUSES TO THE RAILWAYS REPRESENTING GIFTS FROM THE PUBLIC

R. R. V. R.....	\$312,375.12
N. P. R.....	354,250.00
C. P. R.....	297,157.50
Municipality Bonuses	128,311.60
544 miles.....	\$1,092,094.42

EXEMPTION,
HEAVY AID and
NO TAXATION

UNDER ROBLIN GOVERNMENT

TAXATION OF THE RAILWAYS REPRESENTING REVENUES TO THE PUBLIC

TAXATION AND
NO AID

OVER 1200 MILES CONSTRUCTED

Statements of Revenue for last
seven years show receipts
from railway taxation of.. \$350,780.77

A Few Comparisons.

GREENWAY GOVERNMENT.

1. Villainous Election Act.
2. Expenditure \$1,000,000 for railways.
3. No control of rates.
4. No reduction in rates.
5. Fostering corporations.
6. Taxation exemption of railways.
7. Large annual deficits.
8. Secret railway deals.
9. Drainage scandals.
10. Outstanding accounts.
11. Theoretical agriculture.

ROBLIN GOVERNMENT.

1. Fair and impartial Election Act.
2. Over 1,000 miles constructed without cost.
3. Absolute control of rates.
4. Substantial reduction in rates.
5. Taxation of corporations.
6. Taxation of railways.
7. Increased annual surplus.
8. A frank policy.
9. Honest policy.
10. Prompt payment.
11. Agricultural College.

A Pure Election Act.

The Roblin Government may well be proud of its record in giving to the people a pure Election Act. If there is one thing more valuable than another, it is a man's franchise. It is an inherent right that should be enjoyed and in no sense bridled or interfered with.

In the Conservative platform of 1899, it was laid down "that the present iniquitous franchise law be repealed, and that an equitable Act, based on the principles of manhood suffrage and one man one vote, be enacted," and after succeeding to power no time was lost in fulfilling this promise.

The Greenway method of compiling the voters' lists was a public scandal—the dice were all loaded, making it impossible for Conservatives to receive fair play and justice. It was the most unfair legislation ever placed upon the statute book, providing ample means for violent partizanship and political debauchery at every turn, and calculated to do that portion of the public which did not see eye to eye with Mr. Greenway, the most manifest injustice. The most rabid supporters of the Government were selected as registration clerks and revising officers. These partisan clerks sat down in offices and put on and left off the lists whom they pleased, and it was most difficult and expensive to have names put on and struck off the lists as prepared, the most complicated machinery being provided as to notice, etc. The most glaring frauds were attempted, and it was only after the most vigilant efforts and large expenditure that the opponents of Mr. Greenway were able in 1899 to procure something like a fair list. In 1899, 1925 names were added to and 5,446 names struck off the lists at the Courts of Revision.

The method of preparing the lists under the law enacted by the Roblin Administration is absolutely fair and simple in every respect. The preparation of the lists is entirely removed from Government control or influence. Every man is required to make personal application before being registered an elector. Instead of partisan lawyers being appointed to revise the lists, as prevailed under the Greenway regime, the County Court Judges of the Province now perform this service. The law cannot be more fair, and on the lists prepared pursuant to its provisions it is certain that an honest expression of the people can be obtained. The Roblin Government voters' lists are as perfect as can possibly be made and particularly noticeable by the absence of names of absentees and dead men, who always occupied considerable space in Mr. Greenway's lists.

MR. BROWN WOULD RETURN TO SYSTEM WHICH EVEN MR. GREENWAY SAID WAS A DISMAL FAILURE.

Mr. Brown says that he is in favor of having the voters' lists prepared by the municipal clerks. Even Greenway is opposed to this system. Read what he said in 1892 on this subject:—

“It has always been the desire of the Liberal party to leave the preparation of the voters' lists in the hands of the municipal clerks, and, although the compilation of the lists in 1888 by enumerators had been satisfactory, it was determined in 1889 to introduce a measure providing that the work should be done by municipal clerks. This Act was passed in 1889. The lists throughout the Province were made up from the municipal lists, which were compiled by the municipal clerks. The result was that the lists were, almost without exception, utterly bad. They contained a multitude of names which should not have appeared, and the residents who were not owners or tenants of real estate were left off in wholesale numbers. There is hardly a constituency in the Province in which an examination of the list of electors made up under the Act of 1889 will not show that it is the most incorrect and defective list ever made up for legislative elections for the territory which it covers. Fortunately, there was only one election (Portage la Prairie) held upon the list of 1899. It was found also that the work of getting proper returns from the municipal clerks was so slow and unsatisfactory that in a great many cases the list of 1889 was not completed and revised until 1890. The Portage la Prairie list for 1889, for instance, was not completed until April, 1890, too late to be used for the municipal elections of 1889 (the municipal and legislative lists being compiled together.)

“The experiment of having municipal clerks compile voters' lists for legislative purposes was thus given a fair trial, and *turned out a dismal failure.*”

Such a system as Mr. Brown and the Liberal platform recommend would undo all the good done by the Roblin Government Election Act. The effect would in a very short time be that party politics would be

prominent in municipal affairs, and every municipal clerk throughout the Province would become a political partisan of the worst stripe.

Mr. Brown's scheme is impracticable, and would result in crooked lists. The people of the Province have had quite enough of lists of that description.

THE THIN RED LINE INFAMY.

This was the greatest outrage ever perpetrated upon a free people. At the last Dominion Elections the voters' lists for the several constituencies in the Province were designedly and deliberately mutilated by cowardly Grit henchmen and heelers. The names of thousands of good Conservatives were struck off these lists by a stroke of the pen. The perpetrators of this heinous wrong have not yet been brought to justice, but are being prosecuted by the present Government. They are not unrewarded, however. Mr. R. E. A. Leech, Liberal organizer, is provided for. A Mr. McLeod, one of Mr. Leech's assistants in the red line outrage, has been appointed his secretary, both drawing large salaries. W. H. Ingram, another of these worthies, is receiving a handsome salary as Inspector of School Lands. A Mr. Kenner, an active instrument in striking off Conservatives from the lists, has also been taken care of; also Mr. Neighorn, appointed secretary of C. A. Young; Mr. Ayotte also has been looked after, as also others holding at the present time more or less high and exalted positions.

What has Mr. Brown to say as to this whole scandalous business? No righteous indignation has been heard from him up to the present, in fact, at the Liberal convention last March he was a strong supporter of the resolution endorsing the actions of the Government at Ottawa which perpetrates and condones outrages of this character. Is this the way that Mr. Brown demonstrates the carrying out of what he said in accepting the Opposition leadership last March, i.e., "I have taken strong grounds in this Convention against political corruption in public life. I intend to direct the people of Canada to this and to the importance of eradicating from public life the great evil." Has any one heard, or read a single, solitary statement of Mr. Brown reflecting on the Ottawa Government, whose crimes and acts of political corruption are as numerous as the sands upon the sea-shore? When is he going to start directing the people of Canada to these? Never!! Mr. Brown's words are merely sugar-coated. Depend upon it, he is but a mere pigny and tool in the hands of the "gang" at Ottawa. Is as much one of them and one of themselves.

Grit "Machine Huggers" Ballot-Box Stuffers and Switchers Eulogized by Mr. Brown.

Mr. Brown in the Liberal convention of March, 1906, eulogized the policy of Sir Wilfrid Laurier and his government. He therefore approves of all the methods resorted to by the present Grit aggregation at Ottawa to corrupt the electorate and prevent an honest and free expression of opinion upon their many transgressions. It is true Mr. Brown, as the outcome of the solitude of his imagination, has averred that he is going to eradicate political corruption from public life in Canada, but is it not remarkable that although this high and lofty intention on his part was unvoiced nearly a year ago, not a whisper even has escaped his lips in condemnation of the multitude of Grit rascallities all over the Dominion of Canada. The wrongful acts are common property and are well known to Mr. Brown. A few of them are, however, recalled to his memory so that he will have no difficulty in selecting texts when he starts out on that "stamping out corruption" tour.

He is referred to "Hug the Machine" Preston in West Elgin, rewarded by being appointed by Sir Wilfrid Laurier as Immigration agent in London; West Huron, where 300 more ballots were printed than given to the deputy returning officers, and used to stuff the ballot boxes in favor of the Liberal candidate, and where wholesale switching of ballots took place; Brockville, where experts were engaged to instruct deputy returning officers in the art of slipping and substituting ballots; the Gamey incident in Ontario, where a deliberate attempt was made to purchase Mr. Gamey, a member of the Legislature, to support Mr. Ross, then Premier of Ontario; the Jackson scandal in South Oxford; the Soo election, where personators were brought in by shipload to vote; the London election, where the most scandalous methods were resorted to to elect Mr. Hyman, Sir Wilfrid's present Minister of Public Works—and so the list might be extended indefinitely.

Mr. Brown has constituted himself the champion of political morality. Let him show by his acts and deeds that his professions are sincere, or otherwise stand convicted before the people of Manitoba as a political mountebank—a theoretical modern Tallyrand.

An Agricultural College a Reality.

Placing the present Government in power is the reason that the Province has to-day an Agricultural College to be proud of. Greenway talked on the subject for years, but as he was too busy building hotels and equipping side-shows in a foreign country, no action was ever taken.

In the establishment of this College the Government has not only carried out its pre-election promises, but has shown a progressive spirit that deserves the commendation and support of every farmer of the Province. All this has been done, too, out of the surplus which the Government has been able to accumulate. The whole cost of the College buildings, with equipment, is, approximately, \$200,000. The College is now open, and, under the direction of a competent staff of instructors, the large number of young men in attendance are deriving knowledge in practical agriculture and other kindred subjects of a most beneficial and lasting character.

TEXT BOOKS SUPPLIED FREE TO SCHOOLS.

Up to Standard IV in the public schools the Government supplies text books free. By purchasing direct from the manufacturer the Rob-Government has secured a reduction of between 30 and 40 per cent. For instance:—

	Old Price.	Present Price.
Primer	25c	15c
First Reader	25c	15c
Second Reader	35c	21c

The quality is much superior to that of the books previously used, and which, too, had to be paid for by the pupils, under Greenway rule.

The Grit Platform—Nineteen Planks, but a Frail Structure.

The Liberals met in convention in March last to build a platform. They got together eighteen planks and then lashed them together with another one avowing allegiance to the Government of Sir Wilfrid Laurier, taking care, however, to make no allusion to the many acts of omission and commission of that Government regarding the Province of Manitoba. All the coterie were present, including Mr. J. D. Cameron, the hero of secret railway deals. Two days were consumed in constructing the platform, and during all the while Mr. Roblin and his Government were roundly abused by these political partisans for daring to give to the people a fair and honest Election Act; for building at no cost to the Province over 1,200 miles of railway and substantially reducing freight rates on all lines all over the Province and to Lake Superior; for building an Agricultural College in the Province instead of an hotel in the United States, like Greenway; for increasing the grants to schools, hospitals, charities, agricultural societies and municipalities for the construction of bridges, roads and drains; for taxing the corporations and railways; for erecting and improving public buildings, and many more things of the same character which the Roblin Administration has had the audacity to do. At the close of the proceedings one of the Greenway-Sifton hymns, printed at the Deaf and Dumb Institute, was sung, and all present hied away to their respective homes.

fully convinced that Mr. Roblin was a bold, bad man. Greenway and Watson, unfortunately, were not present at the gathering; they were at Ottawa misrepresenting the people of the Province, and joining hands with Laurier in preventing Manitoba getting an extension of boundaries. J. D. Cameron, therefore, was in the front ranks, although he protested rather strongly before the "meetin'" broke up against the adoption of the plank requiring all railway contracts to be advertised in *The Manitoba Gazette*.

As has been stated, the planks of the platform adopted at this "revival" are nineteen in number. Four relate entirely to matters involving Dominion jurisdiction; all the others, excepting two, are either negative propositions or wholesale pilferings from the policy of the present Government. The two exceptions stated are with respect to the voters' lists and Provincial lands administration. These are fully discussed elsewhere herein under appropriate headings.

For reference this platform appears at the end of this pamphlet.

MR. BROWN'S INCONSISTENT "CROAKINGS."

On every occasion the favorite theme of Mr. Brown is to dwell upon the debenture debt of the Province. He purposely avoids stating the fact that to a large extent this debt was incurred by the Greenway administration and given to railway corporations without the slightest equivalent being received therefor, and further, that the Roblin administration, out of the proceeds of land sales, is merely doing what any business man would do, i.e., recompensing the Province for what it has disbursed for interest on certain of these debentures. If the Roblin government was diverting these moneys to purposes other than to provide for the necessities of the Province and for the development thereof, Mr. Brown's criticism would be just, but when used for these legitimate purposes, as they are, Mr. Brown's croakings are wide of the mark. Mr. Brown, too, professes to be fearful of the policy of the Roblin administration, i.e., the substantial development of Manitoba, and predicts dire results that this is being done while the debenture debt remains, stationary. It is evident that he has one policy when criticizing the Roblin government to advance his own political ends, and another when addressing the Municipalities of the Province.

In addressing the meeting of the Union of Municipalities in Brandon in November, 1905, he said:—

"Do not be afraid of liability. Give the country a chance and you need have no worry about debenture debt. Future generations will rise up and call you blessed, but if you allow your community to stand still when you might be instrumental in pushing it ahead, when history is written no words will be found too strong with which to condemn your short-sightedness."

Mr. Brown's "blowing off" capacity is too great. He is not unlike the Mississippi steamer which had a five-foot boiler and a seven-foot whistle.

MR. BROWN'S " RECEIVING " CAPACITY.

It is freely admitted that Mr. Brown as a receiver of public money is an expert. A pneumatic tube carrying the cash of the Province into his store at Portage la Prairie appears to have been connected with the Parliament Buildings while the Greenway Government was in office. During the last five years of that Government, the till of Mr. Brown was enriched by the sum of \$7,625.47.

Here are the figures taken from the Public Accounts: -

Supplies, Home for Incurables, etc.,	1895	.....	\$ 769.72
" " "	1896	.....	1,381.13
" " "	1897	.....	318.43
" " "	1898	.....	2,588.36
" " "	1899	.....	2,567.83

			\$7,625.47
Every year . . . . .		.....	\$1,525.00
Every month . . . . .		.....	127.00
Every day, including Sundays . . . . .		.....	4.25

No wonder is it that Mr. Brown has missed this steady stipend since the Roblin Government has been in power, and is anxious to restore it.

Unfair Treatment of Province by Dominion Government.

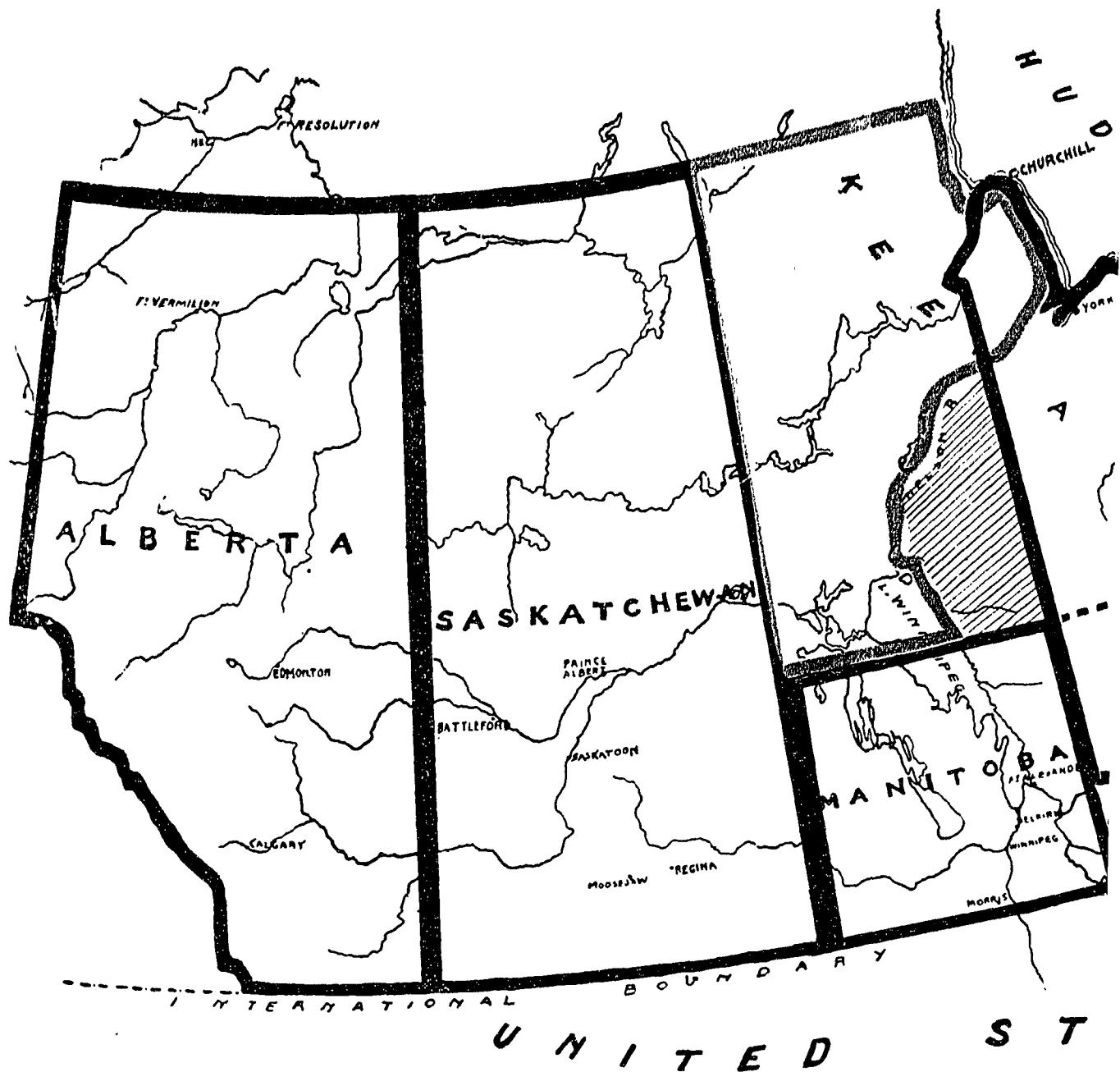
The treatment of the Province of Manitoba by the Ottawa authorities is little short of scandalous. At their hands the Provincial Government is hampered and subjected to all kinds of injustice and indignities, and for what reason? Simply because the Roblin administration has stood up, and intends to stand up, for the rights of the Province.

Nothing daunted, however, the present Government propose to continue its present policy, and fell assured, supported by the people of the Province, that in the end right will overcome might.

EXTENSION OF BOUNDARIES

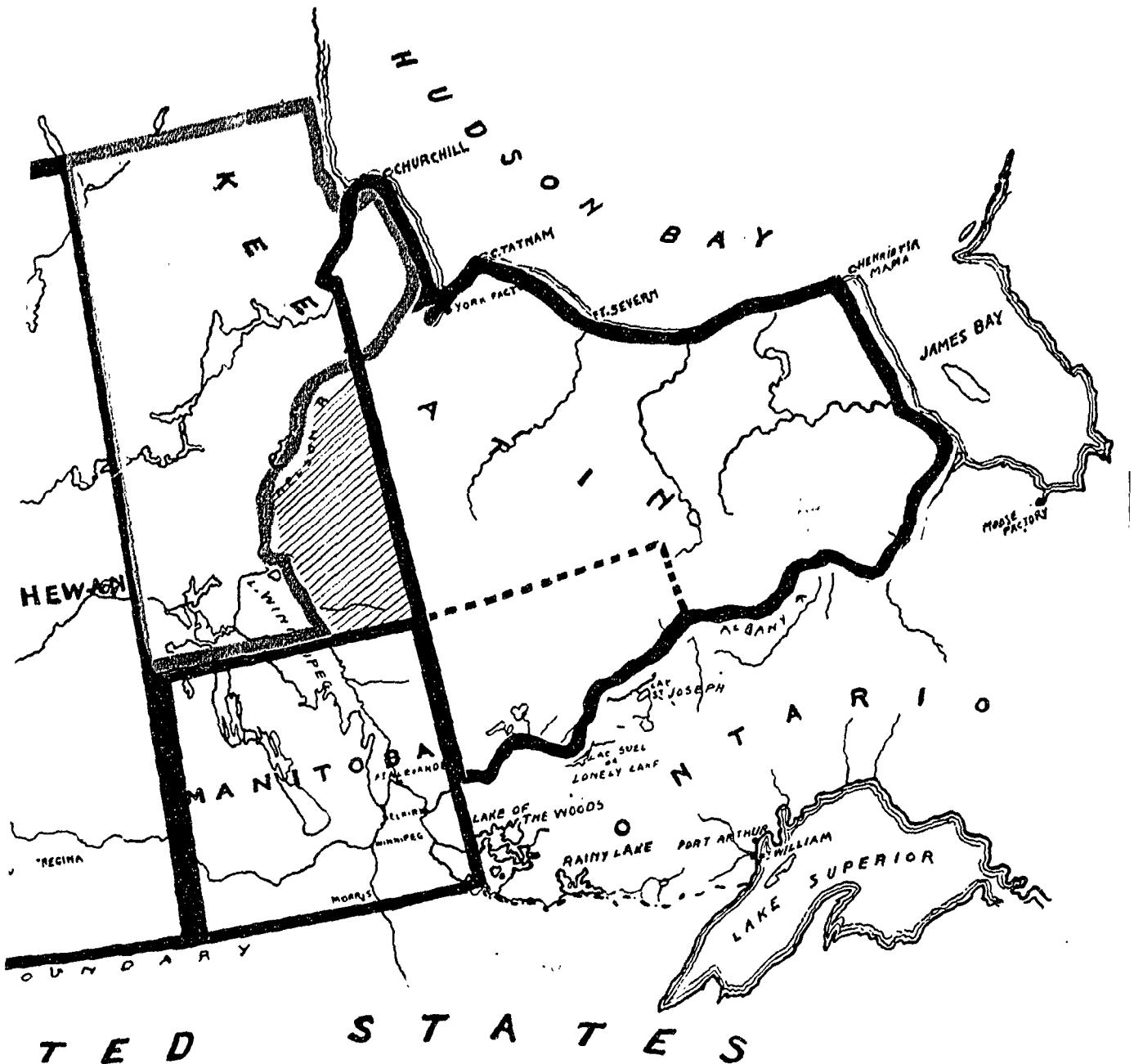
This is the most important matter outstanding with the Dominion, and one in which the Federal Grits seem determined that justice shall not be done Manitoba. Since assuming office, the present Government have persistently demanded the extension of the present cramped area of the Province. It has been and is claimed that the Province is entitled to enlargement as a matter of right in order to place it on something like as fair a basis in territorial extent as the other Provinces. The

HOW MANITOBA IS SQUEEZED



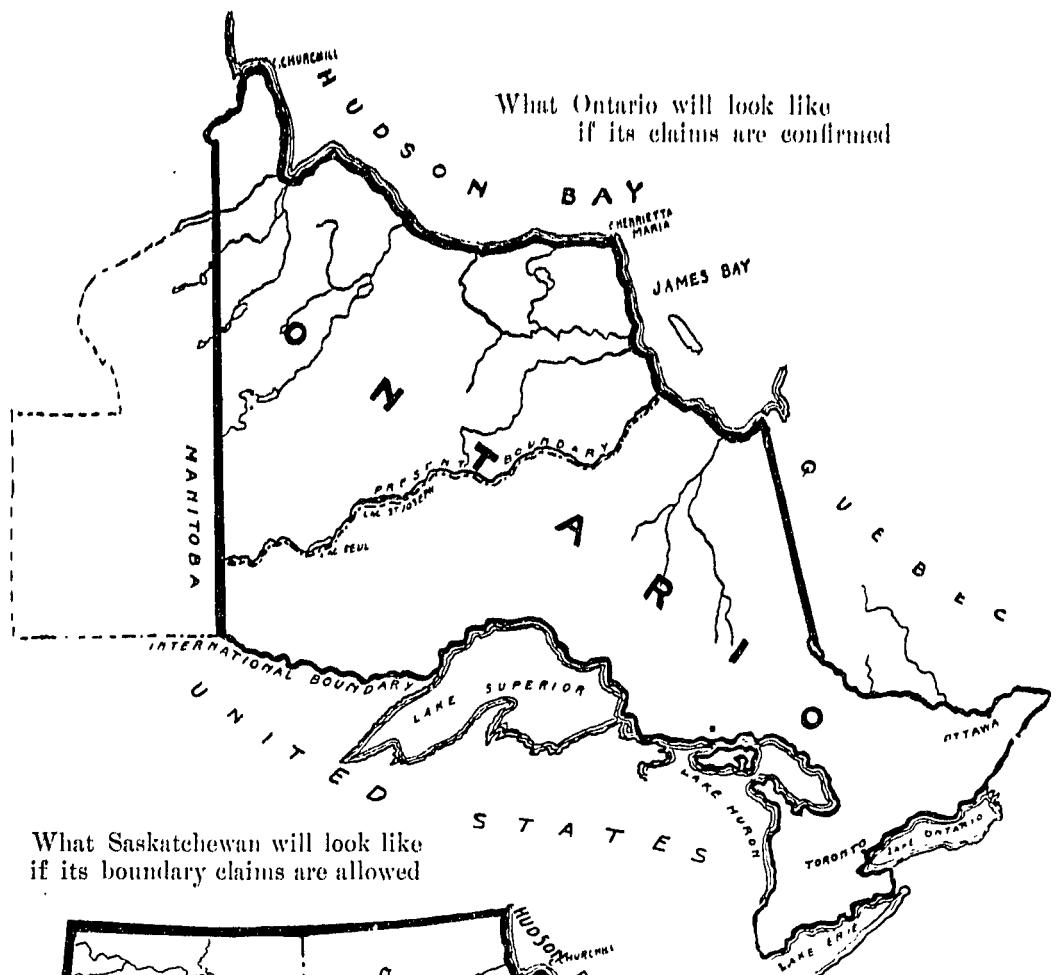
Colored lines include portions of Keewatin claimed by Ontario and Saskatchewan respectively. Shaded portion shows what is left at the north. Ontario demands an extension to take in all the territory east of the 95th meridian which is a continuation of Manitoba. Dotted lines indicate territory which belongs to Manitoba by right of law but which federal authorities are not willing to concede.

ANITOBA IS SQUEEZED

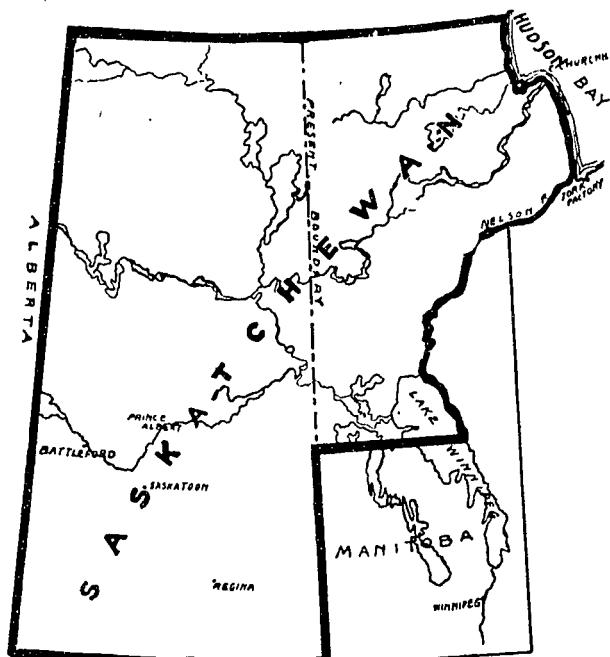


Saskatchewan respectively. Shaded portion shows what is left for Manitoba. It will be seen that claims of Ontario and Saskatchewan overlap to the 95th meridian which is a continuation of Manitoba's present eastern boundary and following the Churchill river and Hudson Bay, to which federal authorities are not willing to concede.

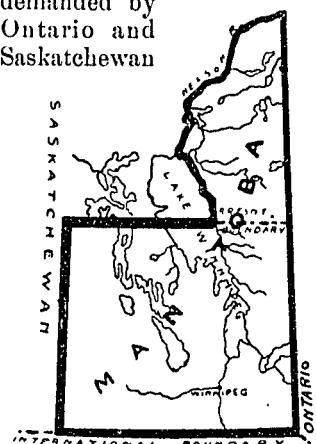
case of Manitoba has on several occasions been fully presented to the Federal authorities, but as frequently has Sir Wilfrid Laurier and his Grit executive turned the deaf ear. Finally, when the two new provinces in the west were formed two years ago, and it became necessary to make some declaration regarding the demands of Manitoba for enlargement (Sir Wilfrid being obliged to admit, as he did, that the request of Manitoba for an extension north was a reasonable one), designedly, and with a view of still further harrassing Manitoba, suggested to Ontario, Quebec and Saskatchewan that those Provinces should lay claim to part of the territory claimed by Manitoba. This has been done by Ontario and Saskatchewan (the claim of Quebec being too absurd to present), and the matter remains *sub-judice* in the hands of the Federal Government. In order to give due appreciation of the greed of Ontario and Saskatchewan; to show what robbery at the expense of Manitoba is contemplated; how it is proposed to squeeze Manitoba, the herewith diagrams are shown, which will afford a comprehensive grasp of the situation.



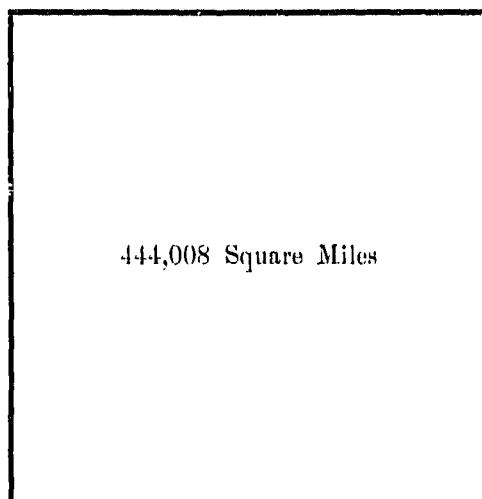
What Saskatchewan will look like
if its boundary claims are allowed



Manitoba as it will appear
when the Grits have settled
the boundary question as de-
demanded by
Ontario and
Saskatchewan

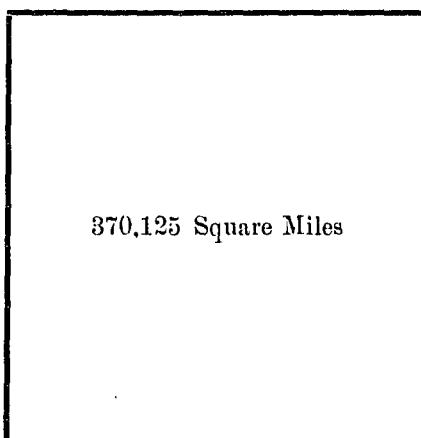


If the claims of Ontario and Saskatchewan are carried out, this is the way the three Provinces would appear if the area of each was confined to a square:



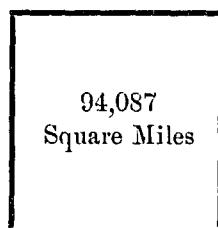
444,008 Square Miles

ONTARIO



370,125 Square Miles

SASKATCHEWAN



94,087
Square Miles

MANITOBA

If confined to circles this is the way they would appear relatively in size:



Are the people of Manitoba going to stand such indignity? There is one remedy and only one, and that is union and determination upon the part of the people of this Province to stand up for their rights. No matter how strong Sir Wilfrid Laurier may feel in his present political position, no public man can defy an united public opinion and refuse them their demanads when they are so just, reasonable and fair, as are the demands made by Manitoba for an extension of boundaries. If there was occasion for the people of this Province to be hertofore united, there is more reason that they should be united at the present time in view of the obstacles and difficulties that are being placed in the way to prevent that extension which is so necessary and desirable. The responsibility rests upon the shoulders of every good citizen of the Province. Equal rights, justice and simple fair play are what are demanded—nothing more and nothing less should be satisfactory to the people of Manitoba.

Regarding the Swamp Lands—Another Gross Injustice.

The manner in which the swamp lands have been, and are being, administered by the Dominion authorities is most discreditable.

At the time of what is known as the "Better Terms Settlement" of 1884, it was vigorously contended that the Province should be given control of the remaining public lands in the Province, and that adequate compensation should be given for those already disposed of, and it was then agreed, and afterwards embodied in Acts of the Parliament of Canada, that the Province should thereafter be paid yearly, as an indemnity for want of public lands, the sum of one hundred thousand dollars, and that all Crown lands in Manitoba which might be shown to be swamp lands, should be transferred to Manitoba and enure to its benefit and uses. At this time it was estimated that the Province embraced within its area from seven to ten million acres of land of this character, and it was confidently expected that prompt and efficient steps would be instituted to determine what lands came within the meaning and operation of the statutory provision hereinbefore referred to, and that, therefore, the assets would prove a valuable one to the Province. This was in 1885, over twenty years ago, and what has been the result? But one million two hundred and eighty-two thousand six hundred and eighty acres and a fraction have been transferred to the Province, and at a cost to the Province for inspection of considerably over one hundred and fifty thousand dollars, charged regularly, with interest, against the already meagre subsidy of the Province, and paid to persons engaged by the Dominion authorities, and in whose selection the Province was never consulted and has no voice. This feature, although bad enough, is not the worst. The records show that out of the total area examined by the inspectors up to the present time, and found to be swamp lands, viz., 2,051,165.65 acres, 768,484.76 acres have been withheld by the Dominion authorities and appropriated to other purposes.

Such a method in dealing with these lands by the Dominion authorities, as above set forth, is opposed both to the letter and spirit of the Act of 1885, and, therefore, constitutes such a breach of good faith that the Province has the strongest grounds to complain and protest.

Clearly, full compensation should be given the Province for all the area of these lands reported by the inspectors as falling to the Province as swamp lands and not handed over. It has been through no fault of the Province that the inspections, contemplated by the Act of 1885, have not proceeded with promptitude and reasonable despatch, and that, therefore, many of these lands have been otherwise disposed of. The Federal authorities alone are to blame for this condition of affairs, and the Province of Manitoba should not bear the loss occasioned thereby.

To still further accentuate that the Province has strong reasons to complain as to its treatment in the matter referred to, it may be

observed that while there is handed over to the Province by the Federal authorities from time to time, but at very infrequent periods, small areas of swamp lands actually reported by the inspectors to be such, the Province is charged with the cost of inspection of the whole area reported by the inspectors as available, whereas a large proportion thereof, as has been shown, is appropriated for the purposes of the Dominion.

To demonstrate this peculiar anomaly, up to the present time the Province has paid for the cost of inspecting 764,484.76 acres and received no equivalent therefor.

Notwithstanding the violation of the plain meaning and intention of the Act of 1885, in the manner hereinbefore indicated; notwithstanding the Province is charged with the cost of selection of thousands of acres of lands appropriated for the purpose of the Dominion, and notwithstanding an expressed agreement to the contrary, the Province is charged interest at five per cent, on all sums expended by the Dominion for swamp lands inspection, from the time of such expenditure until the next subsidy is payable, no matter whether any lands have been handed over to the Province or not.

The foregoing facts have time and again been called to the attention of the Dominion authorities, but they look on with perfect indifference and persist in continuing the policy objected to by Manitoba.

Mr. Brown says this is right, having endorsed all the acts of omission and commission of the Grit aggregation at Ottawa now prostituting the name of constitutional government. What do the people of the Province think of Mr. Brown and his Ottawa masters? How generous of both to club the people of Manitoba! . . .

The School Lands and School Lands Fund Control Unjustly Retained by Ottawa Government.

In 1872, two sections in every township of the Province were set aside by the Parliament of Canada for the purposes of education. Administration was retained by the Dominion. As the Province developed, however, it was maintained that the Province was best able to administer this trust, and successive Legislatures of the Province for many years have affirmed the wisdom that these lands and the funds derived from sales thereof, should be handed over to and vested in the Province. The opinion is that this endowment can be administered more wisely, with greater economy, and with better and more satisfactory results, by the Province, than by a far removed department of the Dominion executive, unfamiliar with local conditions with a limited knowledge of the rapid transitions constantly taking place in Manitoba. . . .

It has frequently been pointed out that the spirit and intention of the Parliament of Canada, when creating this endowment, was that such

should be administered and dealt with to the greatest advantage, and from time to time, and at all times, in such a manner as would be productive of best results in developing a stable educational system in Manitoba.

It is maintained that, whatever reasons or causes may have prevailed in the early history of the Province for the administration of the endowment by the Federal authorities, such do not exist at present, and that the Parliament of Canada should, without further delay, give effect to the transference to the Province of the school lands, and the moneys to the credit of the fund; on the distinct understanding, however, that all the terms of the original endowment shall be kept sacred, inviolate and unimpaired by the Province.

The Ottawa Government has been informed that there need be no apprehension or misgivings that either the people of Manitoba or the Legislature will fail to realize and appreciate how necessary it is that this important trust should be executed faithfully and wisely, and that the Province, having enjoyed Provincial status for a period approaching half a century, is fully alive to all the duties and obligations of responsible government.

No result, however, has been attained; complete silence and indifference has been the reply of the Ottawa Government.

When Greenway was endeavoring to get \$300,000 in 1898 advanced out of the School Lands fund to cover up his deficits, Sir Wilfrid Laurier said as follows:

"The education of this country has been placed in the hands of the Province. The subject of education in Manitoba is in the control of that Province. The question of education is subject to Provincial jurisdiction. In the case of lands to be applied for the purpose of education, would it not then be far more logical, far more in accord with what ought to be the proper division of legislative powers between the Federal Parliament and the Provincial Legislature, that the latter should have control of these moneys?"

It is different now, however. The Roblin Government is in office and it would never do to make any concessions to that quarter.

It is a crying shame that Manitoba is so treated!

Again Mr. Brown is asked what he thinks of such conduct?

For his information below is quoted what the Toronto Globe, the leading Liberal organ in the Dominion, thinks on the subject. It endorses Manitoba's request to be given control of the school lands, as follows:

"The request is one which will undoubtedly receive respectful and sympathetic attention. After enjoying provincial status for a gen-

eration it may be generally deemed that Manitoba can safely be entrusted with the administration of this highly important educational endowment. They know best their own requirements. They also know that if there were any failure to make the most of the heritage secured to them when the Province was created they and the generation succeeding them would be the chief sufferers."

Nothing, however, seems to have any effect on the present Ottawa authorities. What Manitoba gets it must fight for.

It was only after appealing to the foot of the Throne in 1901 that the Province made them disgorge the amounts collected on deferred payments, timber dues, rents, etc., on school lands, amounting to the sum of \$231,000.00. It was a bitter pill for them to swallow, but they had to gulp it down.

Unfair Treatment of Manitoba in the Matter of Subsidy as Compared with Two New Western Provinces.

Still another instance of rank injustice to Manitoba! Manitoba, with a population nearly as great as both the Provinces of Saskatchewan and Alberta, received last year (1906) as subsidy from the Dominion \$615,222.26, while for the same purposes, the two new Provinces were each paid \$1,030,375. The statement below shows how unfavorable is the result to Manitoba:

	Manitoba.	Alberta.	Saskatchewan.
In support of Government.	50,000.00	50,000	50,000
Subsidy	286,275.20	200,000	200,000
Interest on capital account.	178,947.06	405,375	405,375 . .
In lieu of lands	100,000.00	375,000	375,000
 Total.	 615,222.26	 1,030,375	 1,030,375

or a difference, in favor of both Alberta and Saskatchewan, and against Manitoba, of \$415,152.74.

Take the item paid to each of the new Provinces with respect to compensation in lieu of lands, and compare it with what Manitoba receives. Manitoba gets \$100,000, and only that amount annually forever, while in the case of Saskatchewan and Alberta, those Provinces, it is provided, are to be each paid annually, until the population reaches 400,000, the sum of \$375,000, and thereafter on an increasing scale as the population multiplies, up to the extent of \$1,125,000 annually. Surely it cannot be reasonably maintained that this dissimilarity and discrimination between Manitoba and the new Provinces is fair to the people of Manitoba. In all phases of the subject the injustice to Manitoba is most apparent. The effect of this arrangement is that at the present time each of the new Provinces is given \$275,000 more than Manitoba, with provision for increase as the population grows, and

that, when their population is 750,000, they will each receive for public lands, annually, \$1,025,000 more than Manitoba, notwithstanding that Manitoba, in a great measure, as the parent Prairie Province of the West, has stood the vicissitudes and hardships and pioneering for many years, and is largely responsible for the present stature and significance of those Provinces, and may have at that period as great, if not a greater, population than either of them.

Why are Saskatchewan and Alberta so favorably treated? Is it because separate schools have been established therein by Grit compact?

The Hudson's Bay Land Grant—A Dead Asset Made a Live One.

This was another Greenway tangle left to the Roblin Government to solve.

The Government of Manitoba were entitled to 256,000 acres as security for the bonds issued with respect to forty miles of this railway partially completed. When the Greenway Government assumed office the matter of the Dominion Government handing over the land grant was still in *status quo*. The Dominion Government was asked what would be necessary in order to put the forty miles in such condition as would entitle the Government of Manitoba to the land grant; and although the Greenway Government was informed that the sum necessary was \$25,000, and the fact that at several sittings of the Legislature the necessary amount to do the work was voted, no action was taken. Thus the matter stood until 1898. In the meantime the H. B. Railway charter and franchises were acquired by the Lake Manitoba Railway and Canal Co. (now the Canadian Northern.) On the 13th May, 1898, this Company entered into a contract with the Government for the construction of a line from Sifton north-westerly to the Saskatchewan. In this contract the following clause appears as to the H. B. Railway land grant:

“ 20. The Company further expressly agrees with the Government that the Company will, from and out of any land grant that may be earned in respect of the portion of the line of railway herein agreed to be aided, cause to be assigned or transferred to the Government all the right, title and interest in and right to patents for two hundred and fifty-six thousand acres of land in the Province of Manitoba, which shall be fairly fit for settlement, a portion of such grant to be selected therefrom by the Government by alternate odd-numbered sections in the odd-numbered townships and odd-numbered ranges, commencing at the south-eastern odd-numbered township of such land grant, thence westerly along the southern tier of townships, thence easterly along the third tier of townships, and so on northward until the said two hundred and fifty-six thousand acres, fairly fit for settlement, have been selected, but

not to include any portion of the original land grant to the Company, as scheduled by Order-in-Council bearing date the 6th day of June, 1892, or any lands sold in the ordinary course of business to intending or actual settlers, and such land grant when transferred to the Government shall be accepted by the Government in satisfaction of any claim which the Government may have against the Winnipeg and Hudson's Bay Railway and Steamship Company, or the Winnipeg Great Northern Railway, or against the property and assets of such Companies, or either of them; or shall, at the request of the contractors, assign to the contractors, or to whom they may appoint, the claim and demand of the Province of Manitoba as against the said Railway Companies or either of them in this clause mentioned and any security held in respect thereof; and it is herein agreed that, as to the part of the Company's line beyond the said eighty miles, the guarantee in this contract provided for shall not, if so decided by the Government, come into force until the Company have satisfied the Government that by the construction of the line of railway hereby agreed to be aided such land grant shall be earned, and that the Company shall be in such a position on said line being built to assign and transfer the same as above mentioned."

The late Mr. Davidson, Provincial Treasurer and Provincial Lands Commissioner, endeavored to make selections under this Greenway agreement. He reported as follows:

"During the past season two parties were sent out to select lands under the above agreement, but only a very small area (less than 14,000 acres) was selected. *The greater portion of the grant in which the Inspectors were permitted to work was found to be almost valueless.*"

"The conditions under which selections are to be made from the Canadian Northern land grant are most arbitrary and prejudicial to the interests of the Government of Manitoba, as a careful reading of the agreement and a study of the accompanying map will plainly show. The work of inspection, for the purpose of selecting lands, must commence at the south-eastern odd-numbered township and odd-numbered range and proceed westerly along the southern tier of townships, thence easterly along the third tier, thence westerly along the fifth tier of townships, and so on northward until the 256,000 acres of land have been selected. *Now, as the greater portion of the land grant in which the Government is allowed to select lands is unsurveyed, the work of inspection is blocked, and cannot be completed until a survey of these townships has been made.* The injustice and injury to the Province lies in the fact that the Government inspectors are held back, because of this stricture, from inspecting lands situated further north in the land grant, which are known to be very much superior in quality, and which are being rapidly disposed of by the Canadian Northern Railway Company."

It will be observed that until a survey took place selections had to stand. Mr. Davidson and Mr. Rogers both went to Ottawa and pleaded for a survey as soon as possible in order to get a title to the acreage

named in the agreement. The request was promised favorable consideration, but the years 1902 and 1903 and 1904 passed and there was no sign of a single solitary surveyor going out or any evidence that any ever would be sent out.

Thus the asset, if such it could be classed, was a dead one; in fact it was more of a liability than otherwise. Out of the selections made by Mr. Davidson, when he found he could go no further, only three sections had been sold, and the total sum realized was \$1,376, the interest on the bonds having to be paid in the meantime.

An arrangement was, therefore, made by the present Government whereby all claims would be released on this remote and impossible asset, upon the payment by the railway company to the Province of the sum of \$400,000 with interest thereon.

The settlement was a most beneficial one from the standpoint of the Province. The money received is being, and will be, put into public buildings, and devoted to assisting the municipalities in constructing roads and bridges and other kindred objects. Is this not better than having a most improbable collateral in inferior lands, and which the Dominion Government was determined not to survey so that the Province might make selections under the Greenway agreement? Nine-tenths of a loaf is better than none at all!

A LARGE ANNUAL SAVING TO THE WESTERN MUNICIPALITIES

Prior to 1902 the annual rental paid to the City of Brandon was fixed at \$8,400.

By an arrangement made by the Roblin Government with the City of Brandon and confirmed by statute, the annual rental, commencing with the year 1903 to and inclusive of 1908 (when the Brandon Court House debentures mature) has been reduced to \$4,200 per annum, or a reduction of one-half the former amount paid; and it is further provided that after the year 1908, the annual rental to be paid shall be mutually arranged, but shall not, however, exceed \$2,250.

Total reduction, 1903-1908	\$25,200 00
Annual reduction after 1908	6,150 00

Loyalty of the Roblin Government—The Flag Policy.

Who with a single drop of British blood in his veins does not honor and love "the old flag!"

The policy of the Roblin Government is to perpetuate the memory of that flag, which "has braved a thousand years the battle and the breeze." To do this and to incite patriotism and loyalty to British Institutions in the hearts and minds of the school children of the Province, it has been determined to require the flying of the Union Jack on all school houses in the Province in school districts receiving government aid. The other purpose sought to be served is the blending together foreign settlers in our midst into one common citizenship. As to this, Mr. Roblin said in an address delivered in the City of Winnipeg on the 12th of September last:—

"We welcome with outstretched hands the various peoples that come to our Province who are born under foreign flags who speak a different tongue and we give them immediately the benefit of our civil laws; endow them with civil rights; the benefits of our criminal laws; to protect their lives and property; free education of the public schools; all of which are the outcome of the civilization and benefits that follow the Union Jack, and I think the man that comes from a foreign country in order to better his circumstances and to make a home for himself and his family and who objects to perpetuating the glories of our flag: who declines to have his children infused with British patriotism is a man that is undesirable."

The flag policy of Mr. Roblin has been approved and commended all over the Dominion of Canada and elsewhere.

STRONGLY COMMENDED BY THE LONDON "TIMES."

The London, England, Times, that great mouthpiece of public opinion, said in referring to Mr. Roblin's policy, as follows:—

"The Manitoba Government is to be congratulated on a measure of practical patriotism which deserves imitation in other quarters of the Empire.

Mr. Roblin, the Premier, as will have been seen from our Ottawa correspondent's message yesterday, has declared that on and after January 1, 1907, every school in the Province which receives a public grant from the Treasury must have the Union Jack flying over it in school hours. The Government means to provide the first flag, and after that it will be the business of the school trustees to see that there is always a flag flying in school hours, on pain of forfeiting the public grant. We are told that, there has been some adverse criticism of the step, the overwhelming sentiment of the British-born population is in its favor.

As for the foreign immigrants, Mr. Roblin put the case so far as it concerns them quite convincingly. They come to settle in Manitoba,

and there, as in other British colonies, immediately get the benefit of our laws, protection for life and property, and free education for their children. These things are part of the civilization that follow the Union Jack, and the man who refuses to let his children be educated in the patriotism of the flag is, in Mr. Roblin's opinion, "undesirable."

The principle is a sound one. There is no denying its force for a colony into which immigrants are pouring, men of any and every nationality, with widely different habits, standards and prejudices. The United States has had to do with this problem on the biggest scale, and so far it has dealt with it successfully, it has been simply by the active inculcation of American patriotism. Nothing else can leaven a mass of immigrants with the new citizenship of adoption.

We might usefully take a lesson from Manitoba here at home. Superior persons may sneer at this use of the flag, and that it is un-English. It may be true that to do nothing for the encouragement of patriotism has generally been considered the proper British attitude, but that is no reason why we should not begin to mend it. While other notions which we profess to admire have been teaching patriotism, we, in this as in other spheres, have been content to "muddle through." So far the instinct of loyalty has not betrayed us; but, if we are utterly indifferent about fostering it, can we be sure that it will live in future generations in a land where the obligations of national duty are already so few?

The Union Jack is a most obvious symbol to make use of for the purpose, yet, here our educational authorities seem positively afraid of it. Only this summer the London county council declined to entertain a proposal that a Union Jack, presented by Sir George White, should be flown over the council schools at Chelsea.

Even the Union Jack which is flown from the Victoria Tower at Westminster when Parliament is in session has only been there since quite a recent date.

The national dread of making ourselves ridiculous may have something to do with this timidity. But most likely it is chiefly want of thought, and, if Manitoba's example can make us realize that here is a problem worth thinking about, and one which can be handled in the most direct and simple way, Mr. Roblin and his Government will have builded better than they knew."

Mr. Roblin may well be proud of his flag policy, which cannot fail, sooner or later, in making all people of Manitoba, of whatever nationality, loyal to and proud of British Institutions.

Mr. Brown a Spurious Patriot.

Mr. Roblin's flag policy has hit Mr. Brown on the raw. In nautical language he has been completely "blanketed." Mr. Brown professes patriotism, but says it is really too much to expect—in fact a crime—that the poor school teacher should be required to hoist the Union Jack on the school house. In a private circular letter, with his

name at the top, sent out on the 17th of September last, to the Grit newspapers throughout the Province, he says: —

“With regard to the “flag” incident, can you get any interviews from school trustees in your district as to what they think of the teachers being compelled to hoist the flag and take it down with the thermometer at 25 to 40 below?

“Comment yourself editorially on the subject. If you do this will you also send a specially marked paper to the Free Press at once so that they may quote your views.”

What a display of patriotism!

This is the man that is asking for the suffrages of the people of Manitoba!!

MR. BROWN AS A PUBLIC MORALIST.

Being a self constituted champion of political purity and director general against corruption in public life, Mr. Brown, to say the least, is somewhat tardy in directing the attention of the people of Canada, as promised, to this great sin. A year has elapsed since he made this spontaneous outburst, and not a word has been uttered by him in condemnation of his friends at Ottawa; on the contrary, on every occasion he has spoken in the Province, he has excused their many nefarious acts and deeds. Speaking recently at Dominion City, he said:—

(Free Press report.) “*The Liberal party were absolutely free handed. They had no entangling alliances. (Applause.) They were determined to contract none, and to try and raise public life to the level from which it had fallen.*”

This is a sample of Mr. Brown’s political purification tour; this is the manner that he proposes to eradicate corruption in public life in Canada.

Mr. Brown cannot longer pose in disguise. He knows what is conceded by all men in Canada, not political partisans and grafters, that the administration of affairs at Ottawa by the present incumbents of office has been and is most corrupt.

A few refreshers to this guider of political morals: Has he ever heard of the North Atlantic Trading Company scandal, which was so corrupt that even Sir Wilfrid Laurier could not be prevailed upon to disclose the names of the persons comprising the Company, or the connection of “Hug the Machine” Preston with the transaction, also Smart (Deputy Minister of the Interior), who burned all the correspondence and refused to answer questions regarding his interest therein; the giving to T. A. Burrows (Sifton’s brother-in-law) of 478 square miles, or 305,920 acres, of timber lands at 16½ cents an acre; the boundary wire fence fraud; the Wagner case. (This man Wagner, when acting

as government interpreter, stole money from immigrants and was convicted and sent to gaol, and, upon the expiry of his term of incarceration, was reappointed to his former position at increased remuneration); the Moncton land purchase; the voyage of the "Arctic," which was called "the cruise of the booze," upon which 32 gallons of whiskey was supplied, as also tobacco, cigars and cigarettes galore, besides champagne, brandy, rum, old crusted port, straw hats for "the ladies," not overlooking the dances on board ship.

Pages might be exhausted of this character, and yet Mr. Brown has the effrontery to tell the people that the Liberal party has no entangling alliances and were determined to raise public life to the level from which it had fallen.

No, Mr. Brown, the people are not the fools you evidently take them to be. The people of Manitoba will put you where you properly belong—right within the folds of the Ottawa gang.

Manitoba and North-Western Lands.

Greenway, in 1899, accepted 542,560 acres of these lands, out of 762,560 acres held as security for certain debentures guaranteed by the Norquay Government. At the time the Province had disbursed a large amount of the debentures. The compromise transaction of Mr. Greenway at the time of making, 1899, was a questionable one, general stagnation prevailing all over the Province, making the disposition of lands at any fair price impossible: However, when the present Government came into office and put new life into the bones that Greenway left, lands commenced to sell, with the result that the Government has disposed of a considerable area of these M. & N. lands. Very properly there being a large debt balance due the Province, the proceeds so far have been placed in Consolidated Revenue Account. The amount on the 31st December, 1906, stood as follows:—

Balance due Province, 31st Dec., 1905	\$359,301.42
Interest paid in 1906	39,556.89
Compound interest to Dec. 31st, 1906	22,151.40

	\$421,009.71
Less amount received from sale of lands in 1906	277,507.48

Balance still owing Province	\$143,502.23

What has become of the amount realized so far from the sale of these lands? It has all gone for the benefit of the people in the way of public buildings, grants, municipal aid, and expenditures of this character. Oh, but you should have placed the amount realized from the sale of these lands in a trust account with which to pay off the de-

debentures at maturity, our opponents say. The Roblin Government do not think so, but, on the contrary, that money taken from the people should be returned to the people. How then are you going to pay the debentures when due, they say? The answer is simply that if at the time of the maturity of the debentures, the excess, after paying up what is due the Government for interest advanced, is not sufficient to pay them, the loan will require to be extended. Surely this is reasonable and common sense. The Roblin Government believes in giving to the people to-day the money they are entitled to; that present necessities in public buildings and municipal improvements must be provided for, rather than to deprive the people of these for the benefit of posterity. What utter nonsense it would be to adopt Mr. Brown's policy—preserving the proceeds of these lands, pay off debentures, and then either borrow more money, or be oblivious to the wants and requirements of the public. The first duty of the Government is to recoup the expenditure it has been obliged to make with respect to these debentures. When this is done, then the proceeds of the sale of the lands held as security should and will go against the debenture debt, but not until then. These remarks also apply to the Hudson's Bay Railway debentures.

The Liquor Law.

The public records show that we have on the statute books of Manitoba the best liquor law in Canada. It is prohibitive in its provisions in all that relates to the sale of liquor in an improper manner. The Act is administered firmly and without fear or favor.

A good index to the workings and the effect of the Act is illustrated by the number of liquor licenses in the City of Winnipeg compared with the number in other cities of the Dominion. In Winnipeg, with a population of 100,000 there are sixty licenses, or one for each 1,660 people; in Montreal, 300,000 people, 656 licenses, or one for each 458 people; in Toronto, 225,000 people, 150 licenses, or one for each 1,500 people; in Hamilton, 60,000 people, seventy-three licenses, or one for each 811 people; in London, 40,000 people, thirty-five licenses, or one for each 1,143 people; in Ottawa, 75,000 people, sixty-seven licenses, or one for each 1,100 people. In wholesale licenses, Winnipeg still stands at the head of the list with twenty, or one for each 5,000 people; Montreal has 629, or one for each 480; Toronto, fifty-eight, or one for each 3,880; Hamilton, twenty-one, or one for each 2,862, and Ottawa, thirty-six, or one for each 2,080. Compare the Province as a whole with the licenses in other Provinces, and you have the same condition. In Manitoba there is one license for each 1,280 people; Ontario has 2,968 licenses, or one for each 473, and Quebec 3,088, or one for each 648.

We have, therefore, good reason to be proud of Manitoba standing at the head of the list in this important respect.

Look also at the license fee charged under the Greenway Government and compare it with that charged by the Roblin Government. A license under the Greenway Government cost \$196 on an average; under the Roblin Government the cost is \$114.

**Features of Premier Roblin's Reply to Mr. C. J. Mickle
(inside leader) in Legislature, 8th January, 1907.**

ADEQUATE TRANSPORTATION FACILITIES.—“The line of demarcation between the party the honourable gentleman represents and the party I represent, is that while they would put an end to this construction of railways, we will continue to put out these lines until we give the people in all parts of the Province the lines they want.”

SECURITY IS AMPLE.—“I am going to tell him now that, under the operation of the contract and agreement made in 1901, the Canadian Northern Railway cannot build a line of railway in this Province, whether the bonds are guaranteed or not, unless by the operation of the agreement the mortgage can cover it.”

RE GRAIN STATISTICS.—“I want to tell my honourable friend that the system we have is, I believe (and I give them credit for imitating it), the best on the continent, and that there is a correspondent in each district who will give the correct amount of grain grown and the acreage and all the other essential facts after the threshing has been done.”

HITS SWAMP LAND BOGEY.—“Does the honourable gentleman know that the swamp lands of this province must be two-thirds submerged with water in the summer season before they can be claimed as ours? The honourable gentleman is somewhat of a speculator himself. Why does he not go and buy some of the \$3-an-acre lands instead of those that cost \$40 per acre? Because he knows they are not arable and will not sell.”

OTTAWA'S HOLD UP.—“There are seven million acres coming to the Province. We have not got one-sixth that amount, and they are holding back seven hundred thousand acres which their own officials have declared to be ours by virtue of being two-thirds under water. They treat us with contempt, and have not even deigned to answer our letter requesting that they be handed over.”

TO PROTECT MANITOBA.—“To place this Province on a basis of co-equality, I think it the duty of the people of this Province as one man to stand and demand their rights.”

BROWN'S VACILLATING POLICY.—“Why did he not say there was something better a year ago? Why did he wait until now to say that it is ineffective? I am afraid that my honourable friend was influenced by the other leader, and I would say that my honourable friend should not be too positive because that other leader can change as a chameleon his color.” (Laughter.)

SHARP ARRAIGNMENT.—“I say that when we are trying to unite into a homogeneous nation the people that come from foreign lands, we are met with an attempt to arouse hostility among the trustees of the schools.”

Public Telephones.

The Roblin administration in its endeavors to carry out the wishes of a large majority of the people of the Province to procure for them the advantages of telephones at cost, is entitled to the greatest credit.

The question is in no sense a political one, although Mr. Brown, Mr. Fleming of Brandon, and other rabid Grits, assisted by the Free Press newspaper, have endeavored to make it so.

A short summary of the facts is given in order to demonstrate the true position of the Government:—

About three years ago a wave of popular indignation against the extortionate charges of the Bell Telephone Company prevailed in Eastern Canada, resulting in the whole question of the Bell monopoly, and the wisdom of public ownership of telephones, being enquired into by a Committee of the House of Commons. This Committee took voluminous evidence on the subject, but, strange to relate, never reported. The whole result of the investigation was that Sir William Mulock, then a member of the Dominion Government and the promoter of the Committee, was ousted from the Laurier cabinet and provided with a comfortable judgeship, and Mr. Aylesworth, the counsel of the Bell Telephone Company before the investigating Committee, replaced him. The question, however, thought to be effectually killed by the Bell Company, spread to Manitoba, and was taken up and dealt with by the Union of Municipalities at a meeting held in the City of Brandon in the month of November, 1905. At this meeting two resolutions were passed as follows:—

“That the Manitoba Union of Municipalities shall be pleased to co-operate with the Provincial Government in the establishment of a Telephone System throughout the Province, the trunk lines of which shall be constructed and operated by the Government, upon terms satisfactory to the Municipalities, and that a committee composed of Mayor

Sharpe of Winnipeg, Alderman Coldwell of Brandon, Alderman Harvey of Dauphin, Mayor Brown of Portage la Prairie, and Reeve Cochran of Blanshard, be appointed to deal with the matter, and that powers of expropriation be obtained, granted or exercised by and to the Government of Manitoba and the Municipalities if deemed advisable."

"That the Manitoba Union of Municipalities in convention assembled desires to place itself on record as being strongly in favor of Municipal ownership and operation of all public utilities such as water-works, electric light, gas and telephones, and believes the time has fully arrived when no further franchises covering these utilities should be granted to private corporations."

Pursuant to these resolutions the Roblin Government at the next following session of the Legislature (1906) placed upon the Statute book legislation to carry out the wishes of the Union. After the passage of this Legislation, the Bell Company and its Grit emissaries became very busy in attempting to show that the measure was not in the interests of the people. At the last meeting of the Union of Municipalities, held at Portage la Prairie, the subject again came up, when the position of the Government, in spite of the strong partisanship of Mr. Fleming, President of the Union, and opposition of Mr. Brown (unexpressed but nevertheless potent), was strongly endorsed and commended, and the people were advised to vote "Yes" when the question whether or not they desired public-owned telephones was submitted to them. At this meeting the Attorney-General, who was present, stated specifically that the sole desire and aim of the Government was to carry out the wishes of the people, and that the Government was prepared to give effect to any reasonable amendments to the 1906 legislation with the view of making it more effective, if possible, for the carrying out of the object sought by the union, i.e., the establishing of a public-owned system throughout the Province, and thereby providing that very necessary commodity at cost and doing away with the existing excessive rates of the Bell Company.

The question was submitted at the last municipal elections throughout the Province, and resulted in a majority being favorable thereto, and, pursuant to this expression of opinion, the Government has pledged its determination to carry out the wishes of the people.

At a conference of the Executive of the Union of Municipalities, held recently, the Government was thanked by the Union as follows for giving practical effect to the wishes of the Union:—

"That the thanks of the Executive be tendered to the Provincial Government for its action in giving practical effect to the representations of the Union of Manitoba Municipalities, thereby recording recognition of the paramount importance of municipal rights in regard to the ownership and control of public utilities."

This is the whole position in a nutshell. The facts are truthfully stated, and the people may be assured that the policy of the Roblin

Government respecting a public-owned Telephone system will be sound and in their best interests.

MR. BROWN'S DUAL TELEPHONE ROLE—DUPLICITY INSTEAD OF CANDOR

Mr. Brown's attitude throughout the whole telephone discussion has been one of deception and double dealing—self and political ambition being the paramount objects aimed at. He is a living illustration of Shakespeare's words, "A man in his time plays many parts." His varied record placed side by side must convey consternation to his warped conscience.

Below is his record:—

AT BRANDON MEETING OF UNION OF MUNICIPALITIES, NOVEMBER, 1905, HE SAID:

"The telephone business, in my opinion, cannot be conducted in the same way as waterworks, sewerage or electric light, owing to the condition of affairs which exist. A dual system of telephones is a detriment to any community, increasing the cost to the users rather than decreasing same. The Bell Company has a very extensive system, and is strongly entrenched. The Dominion Government should either expropriate the Bell system or put it under effective control."

LIBERAL TELEPHONE POLICY DECLARED BY HIM, 1906

"The Liberal party declares emphatically in favor of complete Government ownership and operation of a telephone system in this Province, believing this to be the only practical solution of the question of coping with the existing monopoly."

COMMENT IS UNNECESSARY!!!

MR. BROWN AS "AN ARTFUL DODGER."

Mr. Brown, in using the words at the Brandon meeting above quoted, discouraging Municipalities from going into the telephone business, but to confine their attention to sewerage, waterworks or electric light, displayed method in his madness. Of course he did not want the Municipalities to go into the telephone business; it would interfere with his private machinations, as he, at the time, had a Dominion charter in his pocket to construct telephone lines in Manitoba, the Territories and throughout the wide Dominion; hence his great paternal interest in the Municipalities of Manitoba. This charter was granted in July, 1905. The Brandon meeting of the Union of Municipalities took place in November of the same year. It was applied for by him in January, 1905, by petition to the Parliament of Canada. This petition is as follows:

MR. BROWN'S PRIVATE TELEPHONE CHARTER.

To the Honourable the House of Commons of Canada, in Parliament assembled:

The Petition of the undersigned, Edward Brown, merchant, and Thomas Hatton Metcalfe, miller, both of the Town of Portage la Prairie, in the Province of Manitoba; James Tees, merchant; Henry E. Sharpe, manager; George Bowles, manager, and George Albert Metcalfe, implement dealer, all in the City of Winnipeg, in the Province of Manitoba, humbly sheweth:—

That your Petitioners are desirous of obtaining an Act empowering them to construct and operate telephone lines throughout Ontario, Manitoba and the North-West Territories in the Dominion of Canada, under the name of "The North-West Telephone Company."

Wherefore your Petitioners humbly pray that your Honourable House may be pleased to pass an Act for the purposes above mentioned.

And as in duty bound your Petitioners will ever pray.

Witness: GEORGE WADE.	EDWARD BROWN.
JOHN R. MACKINNON.	THOS. H. METCALFE.
LORNE ELLIOTT.	JAMES TEES.
LORNE ELLIOTT.	H. E. SHARPE.
LORNE ELLIOTT.	GEORGE BOWLES.
LORNE ELLIOTT.	GEO. A. METCALFE.

Dated at Winnipeg this eighteenth day of January, A.D. 1905.

What confidence can the people have in a man of Mr. Brown's calibre? Finding himself caught, he now attempts to justify his conduct by stating he never intended making use of this charter. Why then was he not frank at the municipalities' meeting and did he not inform those present that he had a charter of the description stated but never intended to use it? In any event, he is a self-confessed charter monger. Will he also inform the public as to his changed views regarding a dual system of telephones? In November, 1905, he said that "*a dual system of telephones was a detriment to any community, increasing the cost of the users rather than decreasing same*," and recently laid down his policy to be "*complete Government ownership and operation of a telephone system in this Province, believing this to be the only practical solution of the question of coping with the existing monopoly*."

MR. BROWN ON THIS QUESTION IS IN THE POSITION OF THE RAT IN THE TRAP.

Striking Phases of Hon. Robt. Rogers' Address at Portage la Prairie, 15th January, 1907.

CHALLENGE TO MR. BROWN.—“I challenge the Liberals to stand up and ask to have construction stopped on a single mile of railroad.”

MONUMENT TO LIBERAL GRAFT.—“The only useless line in Manitoba is twenty miles to Lac du Bonnet. It stands there to the memory of no less a Liberal than Senator Watson.”

THIN RED LINE RASCALS.—“They should be serving a life sentence behind the bars for their actions in Manitoba.”

FIGHTS IN THE OPEN.—“I invite any man who goes about the country making these foul insinuations to make them in the legislature. They make them in the country, but they cannot substantiate them on the floor of the House, where we can meet them face to face.”

NEEDS OF THE PEOPLE.—“I stand here in the face of this audience to-night as minister of public works for this Province, to make the statement that no municipality in the Province during the past year has made a legitimate request for aid that I have not been able to meet.”

TAX THE CORPORATIONS.—“We tax the strong corporations of the Province, the banks, loan companies, railway companies, etc. We tax while the Liberal Government exempted.”

Mr. Brown's Voracious Appetite for Charters.

Mr. Brown cannot be said to be retiring in applying for charters. He tells the people that he is a great believer in the public controlling all the great commodities, and at the same time has a pocket full of charters covering the similar purposes.

Below are a few of the objects for which Mr. Brown holds private charters:

1. Construct and operate elevators.	10. Construct wharves.
2. Deal in and store grain.	11. Build roads and tramways.
3. Buying Provincial lands.	12. Run cars, steam and electric.
4. Buying Dominion lands.	13. Making bricks.
5. To buy and sell stocks.	14. Making mantels.
6. Acquire town sites.	15. Deliver clay.
7. Fertilize lands.	16. Construct telephone lines.
8. Buy and sell flour.	17. Operate same.
9. Act as warehouseman.	18. Receive bonuses.

19. Dig for fuel.	29. Develop natural gas.
20. Purchase timber limits.	30. Selling fuel.
21. Navigate vessels.	31. <i>Secret processes.</i>
22. Discount notes.	THIS LATTER POWER IS ALSO
23. Deal in fish.	POSSESSED BY GREENWAY,
24. Run stage coaches.	WATSON AND J. D. CAMERON.
25. Deal in trade marks.	<i>Mr. Brown's numerous charters</i>
26. Carry mails.	<i>cover about everything, except to</i>
27. Selling sand and gravel.	<i>search for Noah's Ark and the ras-</i>
28. Acquire coal lands.	<i>calities of the Grit party.</i>

Car Shortage.

**CLEAR STATEMENT OF HON. MR. ROGERS IN LEGISLATURE,
JAN. 22, 1907.**

**RESPONSIBILITY RESTS UPON DOMINION RAILWAY
COMMISSIONERS**

Hon. Robert Rogers, discussing the car shortage resolution, said:

In view of the importance of the question, I am sure all agree with the honorable member for Cypress and the remarks he has made, and the references he has made to the railway companies in their efforts under the conditions which exist.

We would fail in our duty if we did not extend our sympathy to the railway people under the difficulties with which they have to contend. At the same time the members of this House, and every individual in this country, must endeavor to assist in bettering the conditions of the country in the circumstances existing.

I do not propose to say much about the resolution proposed by the member for Cypress, but to deal with the conditions of today.

In September, October and November it was impossible to get cars for shipment. That is the point of the resolution we have to deal with more particularly. I am not sure that the remedy he has proposed will have the desired effect. Everything that the Government can do, or that this House can do, to assist the matter in any way will be done, and the people of this country can depend on this House doing its duty. We recognize the importance of the condition that exists, and some years ago we guaranteed the Canadian Northern Railway \$2,000 a mile for the purpose of providing the necessary rolling stock to carry the products of the country. We were charged with extravagance in this regard, but we find that although we provided in our Legislature the guarantee I have referred to, two or three or four times that amount has been placed upon the Canadian Northern Railway.

It will only be necessary for me to point to that fact that we guaranteed the bonds for the rolling stock, and though that has been provided it is entirely inadequate to meet the times and the requirements of the farmers of this country.

It will be gratifying to realize the increase then anticipated by the Board of Trade. When we look at the earning power of that railway, last year the company gained five and a half million dollars, it is evidence of the increase, and the necessity on the part of the Government in providing, in so far as they could, for the necessary rolling stock for the carrying on of the trade of this country. During the last year the C.N.R. has been able to carry more grain to the seaboard than the previous year.

While these facts are satisfactory, they do not relieve the present situation and the present conditions. That is what we have to grapple with. While I am not here to blame any person, I must say that it is a matter entirely in the hands of the Railway Commission appointed by the Government of Canada, under the Railway Act of the Dominion. I would like to make this clear, and while it is so to the members of this House, there may be people outside who are not clear on this point. We have no power to go beyond the contracts we made to secure a distinct rate for the farmers of this Province. We have done this. However, the part that we are practically interested in is the operation of the railways, and the Railway Commission are responsible to the people of this country. If the railways are at fault, it is for the Railway Commission to see that a remedy is provided. I am sure that the Railway Commission recognize their responsibility, and I believe that that Commission will do everything in their power to provide a remedy if one can be found.

I do not know that I can add much to what has already been said. We agree entirely that it is the duty of this House and the duty of the Government to do everything in our power to better the conditions as they exist today. I may say that I have seen the railway companies in respect to the present conditions. I had an interview with Mr. MacKenzie of the Canadian Northern Railway, and he told me that his company is prepared to carry fuel to any points on their system where there is real need.

I have also seen a representative of the Canadian Pacific Railway today, and his company are only too willing and too ready to carry fuel to any locality on their system where there is real need. He told me he would send a train immediately to carry fuel, or send some to any point where there is real need by the express going to that point at the earliest possible moment. We are satisfied to know that the railway people are doing all they can at the present time. The Govern-

ment are only too willing and too ready to better the conditions of the people of this Province.

I agree with that part of the resolution that there shall be no guarantee to any railway in this Province that will not show the ability to carry the necessary rolling stock.

In any arrangements made for future lines the Government will see that proper equipment is provided, and that the difficulties that exist today will not reoccur.

In conclusion I have to say that we endorse the proposition and are only too anxious and too ready to do everything in our power to better the conditions as they exist at the present time.

Conservative Platform, 1899.

1. That the alarming condition of the finances of the Province demands the introduction of such economical methods of administration as will re-establish the equilibrium between receipts and expenditures.
2. That the number of Cabinet Ministers be reduced to three, and that two Ministers without portfolio be added to the Cabinet for the purpose of consultation.
3. That the indemnity of members be reduced to \$400.
4. That the present iniquitous franchise law be repealed, and that an equitable Act, based on the principles of manhood suffrage and one man one vote, be enacted.
5. That the alien law be strictly enforced.
6. The encouragement of an immigration policy that will secure to the Province her portion of a desirable class of European immigrants, as well as those from the older Provinces of Canada and the United States, but regret the wholesale importation of undesirable immigrants from Southern Europe.
7. That the affairs of the Province be administered on business-like principles, without regard to political considerations, especially in so far as our educational system is concerned, which should be absolutely freed from party politics by the establishment of an independent board of education.
8. That the Province have control of the School lands and the proceeds of the sales of all lands that have been sold or will be sold in

the near future, to be used only for the purpose of supplementing the ordinary school grant as given from year to year.

9. That the proper administration of justice, including the appointment of justices of the peace, commissioners in B.R. and other officers of justice, be from representative men, independent of polities.

10. That the Province, providing its revenue is sufficient for the purposes, establish and maintain an agricultural college, also a technical school at which mechanics and others may receive practical training.

11. The adoption of the principle of government ownership of railways, in so far as the circumstances of the Province will admit, and the adoption of the principle that no bonuses should be granted to any railway company which does not give the Government of the Province the control of rates over line bonused, together with the option of purchase.

12. That the demand be made for the transfer of all Crown lands within the boundaries of Manitoba, to the Province.

13. That aid be granted to municipalities by guarantee of interest upon debentures, when required.

14. Equal rights to all.

15. That an Act be passed for compensation for injuries received by workmen in their usual employment.

16. That the boundaries of the Province be extended northward to the Hudson Bay.

17. That the Province assume control and administration of the fisheries of this Province.

18. That a line of railway be constructed to Hudson Bay.

19. That a measure be adopted to give effect to the will of the people regarding prohibition of the liquor traffic, which measure should go as far in the direction of prohibition as the powers of the Province will allow.

**Resolutions Adopted at Manitoba Liberal Convention,
March 27-28, 1906.**

A REVENUE TARIFF

That the Liberals of Manitoba, in convention assembled, affirm their adherence to the traditional Liberal policy, that the rate of customs taxation should be based solely on the revenue requirements of the country, and declare it to be their intention resolutely to oppose any proposal, from whatever source, to increase the tariff, as being prejudicial to the interests of the Dominion as a whole;

And, further, are of the opinion that in the forthcoming revision of the tariff, it is desirable that the tendency of the changes should be towards lower duties, particularly on lumber, machinery, fruit and clothing, which are necessities of the western farmers, whose prosperity ensures the prosperity of the manufacturing industries; and the preference of 33 1-3 per cent. on importations from Great Britain and her Colonies should be maintained in its entirety.

FINANCES OF THE PROVINCE.

That, whereas the expenditure of this Province in 1905 was more than double that of 1898, this convention regards the increase as excessive and disproportionate to the revenue resources of the Province and believes that the application of business methods would result in better administration of the public service at greatly reduced cost.

PROVINCIAL LANDS.

That the policy of selling tracts of land to speculators by private sale is to be condemned as injurious to the public interests; that arable land be sold only to actual settlers at reasonable prices, and under conditions imposing settlement duties; and that all other lands be disposed of by public competition.

PUBLICITY.

We regard a policy of publicity in connection with the Government's business transactions as desirable, and declare in favor of the publication of the issue of *The Manitoba Gazette* next after the event of the details of all such transactions as the sale of public lands, the letting of contracts, the sale of debentures, with such further information as is necessary to inform the taxpayers as to the state and progress of public business.

TEMPERANCE.

That the Liberal party place on record its cordial sympathy with the temperance movement as a reform, and pledges itself, if returned to

power, rigidly to enforce and so to amend the present License Act as to make the following provisions effective:

The enactment or repeal of the local option by-laws upon the majority of the votes cast by the resident electors of cities, towns, villages and rural municipalities;

The restoration of the municipal franchise to married women who have the necessary property qualifications;

The appointment of license commissioners and inspectors who are in hearty sympathy with the enforcement of all provisions of the law;

That licenses shall be issued once a year, and once a year only, upon application filed on or before a fixed time;

On a petition of 25 per cent. of the resident electors, local option must be submitted to municipal council;

The electors of municipalities shall have the power not only to pass local option by-laws, but also to limit or reduce the number of licenses in the municipality;

And that any municipal council must submit the question to a vote on the petition of 25 per cent. of the resident electors.

EDUCATION.

That the Liberal party pledges itself, if returned to power, to a forward policy in the matter of education. Education has suffered, and is suffering grave disadvantages in this Province from its subordination to another department, and should be placed in charge of a minister of education.

EXTENSION OF PROVINCE.

That this convention is of the opinion that in order that Manitoba may take her rightful place in confederation it is essential that the area of the Province be increased to include that part of the present territory of Keewatin, lying between the northern boundary of Manitoba and the Hudson Bay, and that our financial arrangements with Ottawa should be placed on the same basis as those of Alberta and Saskatchewan.

HUDSON BAY RAILWAY.

That in view of the importance to Western Canada of the early construction of the Hudson Bay Railway, the Dominion Government, in the opinion of this convention, should make this work a national undertaking and insure its early completion under conditions which would make the road an open railway highway to the sea for all time.

AGRICULTURE.

That agriculture, being the paramount industry of Manitoba, this convention is of the opinion that its importance warrants the creation (or allotment) of a separate portfolio to agriculture, as is the case in the other Provinces, in order that the various matters connected with agriculture, such as fat stock shows, travelling dairies, agricultural colleges, grants to fairs, live stock and grain growers' associations, exhibitions, agricultural education in the schools, and legislation pertaining solely to technical agriculture, noxious weeds, etc., may be properly and intelligently dealt with. And further, that this convention views with regret the indifference shown by the present Government to advanced work in agriculture by its indifference towards such great movements as the seed grain special and seed fairs.

COMMERCIAL INTELLIGENCE BRANCH.

That as Manitoba is pre-eminently a farming Province, the encouragement of agriculture in all its branches should be the first duty of the Government, and that its agricultural department should include a commercial intelligence branch.

GOOD ROADS.

That inasmuch as the prosperity of the Province depends in large measure upon the existence of good roads, the Government should have a definite policy whereby it can co-operate with the municipalities in building a first-class system of main thoroughfares.

SHARING TAXES WITH MUNICIPALITIES

That a reasonable proportion of the revenue received from the taxation of railway companies be distributed on some equitable plan of distribution to the municipalities.

CONSERVING TRUST FUNDS.

That all receipts of principal from M. and N.-W. and H. B. land sales be set aside for payment of the bonds maturing in 1910.

VOTERS' LISTS.

That the Election Act should provide that voters' lists should be prepared specially for each election, whether a general or a bye-election, and only then; that the lists should be based on a list of resident rate-payers prepared by the municipal authorities, supplemented by personal registration under conditions giving ample facilities for the purpose.

RAILWAY BOND GUARANTEE.

That this convention expresses its emphatic disapproval of the unwise wholesale guaranteeing of railway bonds.

PUBLIC OWNERSHIP.

That the public should control all public utilities, such as water-works, lighting and telephone systems, and that in granting franchises and charters for such, the right of their ultimate ownership by the people should be provided for.

FAIR WAGES AND FACTORIES ACT.

That a fair wage clause be inserted in all contracts awarded by the Provincial Government, and that the provision for the same be made in the case of contracts upon works subsidized by the Government;

That the Factories Act be rigidly enforced;

That amendments be made to the Workmen's Compensation Act, extending the remedies and facilitating trials under the Act.

COMBINES.

That it is the duty of the Crown to subject all alleged combines and associations in restraint of trade to the most searching investigation and to prosecute and punish all breaches of the law in this respect.

ADMINISTRATION OF JUSTICE.

That the administration of justice should be impartial and non-political, thereby commanding the respect and confidence of the people in contrast with the persistent and determined prostitution of the machinery of justice to partisan ends which has been the practice of the present administration.

IMMIGRATION AND COLONIZATION POLICY.

That the prosperity of the Province could be greatly enhanced by a vigorous publicity immigration and colonization policy by which settlers would be secured for Manitoba.

APPROVAL OF DOMINION GOVERNMENT POLICY

That this convention of Liberals desire to place on record its approval of the ten years of *capable and progressive* administration given the Dominion by Sir Wilfrid Laurier and his colleagues; and in particular commends them for their energetic and statesmanlike *immigration* and *transportation* policy, which has been a main factor in the great development of Western Canada; and this convention feels confident that the continuance of this policy of peopling the West with desirable settlers and securing the *construction of necessary main railway highways* will be of lasting benefit to the whole Dominion.

Powerful Arraignment of Men who are Depriving Manitoba of Territory.

HON. ROBERT ROGERS' CALM APPEAL IN THE LEGISLATURE ON JANUARY 23RD, 1907, FOR UNANIMOUS SUPPORT ON THE RESOLUTION RELATING TO THE EXPANSION OF THE PROVINCIAL LIMITS.

UNANIMOUSLY ADOPTED!

That this house deeply regrets that notwithstanding repeated unanimous requests for an equitable extension of the boundaries of the province to Hudson bay, that no legislation has been submitted by the government of Canada to the Dominion parliament for the purpose of giving effect thereto.

2. That this house strongly protests against the unjustifiable delay on the part of the federal authorities respecting the promises.

3. That this house strongly resents the action of the federal government in arbitrarily and without parliamentary authority detaching Keewatin from the jurisdiction of Manitoba, and by intruding other contiguous territory into the consideration of the claim of Manitoba for an extension of limits to Hudson bay, and can

only regard these steps as prejudicial to the rights and interest of this province.

4. That this house re-asserts the justice and merits of the claim of the province for such extension and commands and endorses the action of the government of Manitoba in the various steps taken, and the several orders-in-council passed to accomplish this result and, moreover, desires to reiterate its determination to maintain and support by all constitutional means, the equitable and reasonable claims of the province in the premises.

5. That this house with the full knowledge of all facts cannot help viewing the inaction of the federal authorities respecting the valid claim of the province for enlargement as aforesaid, otherwise than with apprehension and alarm."

A serious address was delivered by Hon. Robert Rogers in the Manitoba legislature on Jan. 23, 1907.

Hon. Robert Rogers addressed himself in sober language and with no Pegasuslike flights of imagery.

Mr. Rogers said: "I would ask your attention, Mr. Speaker, and the attention of the honorable members of the house to a short review of the claims of the province to an extension of her boundaries, and a few reasons why this house should adopt the resolution before us in the same unanimous manner as in the past. It is not alone that it should be unanimously adopted by the members, but supported by every good citizen within the four corners of the province.

"I can best fulfill my task and duty by making a plain statement in respect to the efforts we have put forth during two years in pleading with the government at Ottawa for what we regard to be simple justice, equal rights and fair play. We ask for nothing more; we plead for full sisterhood in the family of provinces which go to form the federation to which we belong. But, notwithstanding our efforts, we find ourselves in the unfortunate position today of not having received any communication from Ottawa respecting any action

that they have taken in regard to the extension of our boundaries.

"If there is one feature of our position more gratifying than another it is that on all occasions the citizens of Manitoba remain unanimous and united in their effort to obtain fair play and justice. While we have been unanimous on all occasions on the floor of this legislature, I believe we are unanimous elsewhere, for if the Free Press newspaper speaks for the Liberal party, then I am here to say we are unanimous. On Nov. 23 that paper said editorially:

Extension of the Boundary

The calmness with which the Manitoba public has received Mr. Roblin's boundary manifesto is not of course, due to any indifference to the question, but it is entirely owing to their belief that the matter is in a fair way of adjustment along lines that will meet the just requirements of Manitoba.

The electors of Manitoba, without a single exception, we believe, expect the Dominion government, now that the question of boundary extension is up for settlement, to extend this province to Hudson's bay giving it an area that will make it the equal in size of the other large provinces. Fort

Churchill, which is the natural port for western Canada, must be included in this area. Further this area must come to us without any constitutional limitations or stipulations whatever.

If the people of Manitoba thought that these requests, which are entirely reasonable, were to be refused, there would be a ferment throughout the province. If they remain calm it is because they have confidence that Sir Wilfrid Laurier and his colleagues will treat the province fairly.

There is no desire to make it a ground of offence that the government has taken a fortnight to consider the matter, but there should be no unreasonable delay in reaching a decision. Within a month from the date of the conference, which was held on November 12th, the judgment of the federal authorities should be known. The Manitoba members of Parliament now in attendance at the session will doubtless press for a decision at the earliest practicable date.

A denial of the just demands of Manitoba would be a serious matter, politically, for the Dominion government, and putting it upon the lowest ground, that of political expediency, Sir Wilfrid Laurier will not the advantage of dealing fairly with this province. But it is not the political side of the matter which will influence the premier, half as much as the equitable claim of this province for such enlargement as shall ensure her position as an important part of confederation.

It will be advantageous for the federal authorities to treat Manitoba generously, and the transferring to the province of the public lands in the area to be added to Manitoba would be a statesmanlike act.

Two Parties Agree

"Now, in so far as that editorial refers to a fair and just extension of our boundaries it carries with it the approval of the government of the day, and of every hon. member of this side of the house. Therefore it is gratifying to know that we are unanimous in this matter, and let me say that if the views expressed in this editorial in that they would regard it as a statesmanlike act to transfer the lands to Manitoba, that in the event of such a statesmanlike act I for one will not fail to take advantage of the opportunity to commend them both from my seat in the house and elsewhere.

"And in the event of their finding it impossible for them to give us the lands as mentioned by the Free Press, then I am not disposed to quarrel with them, for in matters of this kind I take it we have a right to be fair.

"However, if they find it impossible to carry out this statesmanlike act, as foreshadowed by the Free Press, then I am here to say and say it with the authority of my colleagues of this government, that we are prepared to accept from the Dominion government the same terms and conditions in respect to our lands as those which

were given to our western neighbours two years ago.

Position Grows Worse

"Notwithstanding our pleadings for the past two years we are not even in the same position as then, for we have accomplished nothing by arrangement with the government at Ottawa, but we are worse to the extent that seldom has the government at Ottawa lost an opportunity to do what they can to place barriers and obstacles in the way of exceeding to the requests of Manitoba.

"This is a serious statement to make unless the facts are supported in every particular. In the resolution before us the statement is made that

The house strongly resents the action of the federal government in arbitrarily and without parliamentary authority detaching Keewatin from the jurisdiction of Manitoba and by intruding other contiguous provinces into the consideration of the claim of Manitoba for an extension of limits to Hudson bay, and can only regard these steps as prejudicial to the rights and interests of this province.

"That is a strong and clear statement, and we should not be justified in saying this unless the circumstances were such as to warrant it.

Minister States the Facts

"What are the facts? They are that while the province of Manitoba has administered the district of Keewatin for thirty years, yet by the arbitrary action of the Dominion government and without parliamentary authority it has been taken away from us. On May 19, 1895, in the parliament of Canada, Mr. McLean asked the government if they had any intention to provide legislation for Keewatin. The answer he received from Sir Wilfrid Laurier was, "No, there is no need for legislation because there is no population. Keewatin has been administered for thirty years by Manitoba."

"We administered the Keewatin district under the act by which it was created in 1876, introduced by Sir Alex McKenzie, the leader of the government.

Face About Both Ways

"Notwithstanding the statement of Sir Wilfrid Laurier we find a short time after, for reasons best known to themselves, and which we are unable to find out, that the district has been removed from the jurisdiction of Manitoba. At the time when the new provinces were formed to the west we find that there is a certain portion of the territory lying to the north of Manitoba along the boundaries of the province of Saskatchewan, which had no place in any particular district. In so far as the government was con-

cerned it was necessary in view of that to establish some mode of government. Reference to the map will satisfy you that it is a very small piece of territory. When the new provinces were formed the minister brought in a bill on May 17, to provide for the attaching of that piece of territory to Keewatin. Under the bill this portion would come under the jurisdiction of the Keewatin act, and therefore of the government of Manitoba.

"But we find that on June 26, the minister of justice changed his mind and brought in another bill. He said:

"I wish to say that it is my intention to drop bill No. 157 respecting the district of Mackenzie, and bill No. 158 to amend the Keewatin act. I do not think these bills will be necessary in view of the amendments which I propose to make to the Northwest Territories act. I am making provision for another system of government than that which we had in contemplation at the time these bills were introduced for that portion of the territories which remains undisposed of by the autonomy bills. The intention is practically unite all the territories, with the exception of Keewatin, under the administration of the governor-in-council. I move that these orders be discharged."

Keewatin Not in Territories

"That was the position of the minister of justice and so far as Manitoba is concerned we can offer no objection. They told us then that they would form a separate government for that strip of territory, but that Keewatin was being administered by the government of Manitoba, would be exempt from the operation of that act. They went further and introduced an act to amend the act respecting the Northwest Territories. This act read:

(Assented to 20th July, 1905.)

His majesty, by and with the advice and consent of the senate and house of commons of Canada, enacts as follows:

1. This act may be cited as the Northwest Territories Amendment act, 1905.

2. The expression "the said act" in this act shall mean the Northwest Territories act and all amendments thereto.

3. The Northwest Territories shall hereafter comprise the territories formerly known as Rupert's Land and the Northwestern Territory, except such portions thereof as form the provinces of Manitoba, Saskatchewan and Alberta, the district of Keewatin and the Yukon Territory, together with all British territories and possessions in North America and all islands adjacent to any such territories or possessions except the colony of Newfoundland and its dependencies.

"Now you will observe from that act, which received the approval of

the government of Canada on July 20, that the minister of justice provided for the governing of that strip of territory.

"But strange to say, four days later they take the course we indicate in the resolution now before the house and arbitrarily adopt means to take away from the province of Manitoba without parliamentary authority, our jurisdiction in that particular territory.

"Four days later, by secret order-in-council, they take away Keewatin territory from Manitoba in the respect which I have named.

Claimed Public Interest

"The question may naturally be asked, under what law or arrangement could they accomplish this act.

"It was accomplished by the introduction of a clause which they found in the old Keewatin act of 1876, which provided that should the government of Manitoba at any time find it to be in the public interest to remove a portion of that territory, and attach it to any other province, they had the power, provided it was in the public interest. Thus the Dominion government by the statement of their own minister of justice, and by the legislation assented to by his excellency the governor-general in July, 1905, declared that it was in the public interest that the Keewatin district should be exempt from the new law they were passing; and yet four days later by a secret order-in-council they detached it from Manitoba and attached it to the Northwest territories. In view of these facts how can we view the situation otherwise than with alarm, because we are yet without a single, solitary reason why this action has been taken at Ottawa in respect to a territory that has been administered by us for thirty years.

"We are also face to face with the attitude of the government which on various occasions has placed obstacles in the way of our securing the desired extension. From the very hour the autonomy bills were introduced, on February, 1905, these difficulties arose again and again.

"The first difficulty was that made by Sir Wilfrid Laurier in introducing the bill. He used the following language in doing so:

Sir Wilfrid Calls in Saskatchewan

"But, sir, there is another demand of the province of Manitoba which I think is entitled to fair consideration. Manitoba has asked to have her territory extended to the shore of Hudson bay, and this is a prayer which seems to me entitled to a fair hearing. But the province of Manitoba is not the only one whose territory could be extended to the shores of Hudson bay. The province of Ontario would have the same right, the province of Quebec would also have that right, and the new province of Saskatchewan would have an equal right to have her territory extended to the shores of

Hudson bay. Therefore, in the project we have to present to the house today, instead of including in the province of Saskatchewan that portion of territory lying north of Lake Winnipegosis and Lake Manitoba, we propose to leave that outside to be included neither in Saskatchewan nor in Manitoba, but to be dealt with at some future day. And I may say at once that I have the authority of my colleagues to make the announcement that we propose to invite the province of Ontario, the province of Quebec, the province of Manitoba and the province of Saskatchewan to meet us here to decide whether or no it is advisable that the limits of any of these provinces should be extended to the shores of Hudson bay, and, if so, in what manner it should be done.

"We protested against that act on the part of the Ottawa government. There is no reason under heaven why any other province should be called in to settle our affairs. It is simply a matter between the little province of Manitoba and the government at Ottawa. I want you, Mr. Speaker, and the members of this house to understand that the Dominion government can at any time they please and under any form they please extend our boundaries. To make difficulty, we are called upon to sit in conference with Ontario and Saskatchewan in claiming territory that belongs to us. In respect to the claim of Ontario, let me quote language they used in putting forth their claim.

"They said at the conference, 'something more than the extension of the boundaries of Manitoba was understood to be involved.'

"The province of Ontario is represented here, today, in pursuance of the above understanding. The province of Ontario is interested in the extension of the boundaries of Manitoba northward to Hudson bay, in that it seems to me fair and reasonable that there should be such an extension, and also because such an extension can only be brought about by turning over to that province a portion of the territory of the Dominion contiguous to Ontario.

Ontario Asked to Butt In

"Thus, we find Ontario invited to a conference by Sir Wilfrid Laurier to lay claim to a territory to which we had a good sufficient and legal claim.

"In 1881, considerable difficulty arose between this province and Ontario, in respect to boundary claims, with the result that the question was referred to the privy council of England and we had their decision, in which Manitoba lost a portion of territory which it expected to receive. Though we lost one portion we still retained a portion of territory to the north, and Ontario's northern boundary was fixed forever.

"The Lieutenant-governor of Ontario said in 1882, to the secretary of state: 'With reference to your observation on the enlargement of the boundaries of Manitoba by the act of last session, this government has made no complaint of the extension of that province by the addition to it of undisputed territory. On the contrary in my dispatch of the 15th March last, it was observed that so far as the territory to be comprised within the limits of the province of Manitoba is clearly and undisputedly within the jurisdiction of the parliament of Canada, my government rejoices at the extension of that province, as affording a wider scope for the energies of its people and government, and as giving to a large number of settlers in Keewatin and the Northwest Territories the direct benefit of provincial and municipal government. But while the extension of the boundaries, in directions as to which there is no dispute, is matter of congratulation, the transfer of the disputed territory to that province was strongly objected to, for reasons therein set forth.'

Manitoba Is Inflexible

"Thus we find that Ontario disputes our claim on the invitation of Sir Wilfrid Laurier, after we obtained the territory so far back as 1884. In so far as the present government is concerned we will maintain our opposition and following the example of Sir Oliver Mowat, one time premier of Ontario, contest by all constitutional means in our power our claims to the territory which belongs to us.

The Sparring Partner

"In addition to Ontario's claim we have that of Saskatchewan as presented by the premier of that province when we met at Ottawa on Nov. 12 last. The claims then put forward by the premier and attorney-general of Saskatchewan were so great as to overlap the territory which Ontario claimed. While the claim of Ontario was unjust that of the premier of Saskatchewan was most unjust, because he did not support his claim by any reason or argument that Saskatchewan was entitled to more territory. When Mr. Scott put forth his claim to this territory, in the presence of ten men he said he was there because he had, a short time before and in that very room a promise from Sir Wilfrid Laurier that at some future date the territory would be added to Saskatchewan.

"With such a state of affairs how can we help viewing the situation with anything but alarm.

"If we examine the statements made when the autonomy bills were passed two years ago we see that there is some reason for the statement made by the premier of Saskatchewan.

Sir Wilfrid Baulks All Round

"When in 1905 the attorney-general and myself were selected to go to Ottawa to put forth the claims of Manitoba in respect to an extension (and we then insisted for an extension so far east as Regina), we were told it was no use considering the matter. We gratefully acknowledged that there might be difficulties in so far as that territory was concerned and we turned to a map to discuss the territory to the north of us. We were told by Sir Wilfrid that in the map and bill he had prepared for the formation of a new province to the west of us in a few days that the province of Saskatchewan was to have the territory to the north of us. We at once objected and then and there said that if he was going to adopt this course there was nothing left in his gift.

Premier Hangs Out Hope

"That is the attitude we then took and still take. Sir Wilfrid did not wish us to leave for home and he told us that if we came back in three or four days he would be able to give us an answer. I for one went immediately to our friends in parliament, I mean the friends of the province, and I think the first one I interviewed was our old friend Mr. Greenway. I told them of what Sir Wilfrid had told us, regarding the north of Manitoba, and advised him that it was his and every Liberal's duty to see that no such action was taken. Mr. Greenway quite agreed with me and a meeting of the members from Manitoba was called, and I understand they interviewed Sir Wilfrid. When the bill was brought in later the Dominion premier used these words:

Still Temporises

"But I understand that as to a certain portion of territory north of Lake Winnipegosis and Lake Manitoba, the Northwest legislature has declared that it has no pronounced views, and that that might be given to the province of Manitoba. But even this I am not prepared for my part to grant at this moment; because members representing that section today sit on the floor of this house, and they and their people have the right to be heard on that question! and if they do not agree to it, I do not think the parliament of Canada should make the grant against their wishes."

"I inquired who this member was who objected to our getting the extension, and was informed that it was Dr. Cash, who objected because in the election held a short time before he had had the good fortune to get a majority. We have again a further statement of the premier when the matter came up again in respect to the constituency of Malton. He declared that an arrangement had been effected whereby Manitoba was to obtain a proper extension in the very near future. This was a matter that caused some discussion in the parliament of Canada.

Ottawa Had Fore-Knowledge

"On May 9 Sir Wilfrid spoke as follows: 'I understand, and I have reason to believe, that the province of Saskatchewan will lay claim to a portion of the territory. Of course, the province of Saskatchewan has no voice in the matter, it cannot speak officially now, but as far as the attitude of those who have a right to speak for it is concerned, I expect that such a claim will be made. As to the disposal of this territory, at the present time, I have no suggestion to offer, and I do not know how far it would be possible for me even to say that I have an opinion in the matter.'

"And then we have the premier of Saskatchewan coming to that conference and saying he was there on a private and distinct understanding that the territory north of Manitoba would be given to the territory which he represented.

"Is it not time that we look with apprehension and alarm on the situation and do the best we can to secure attention for what we ask?

"Two or three days ago there was a discussion in the parliament of Canada and a speech delivered which I think will show that there is less hope today than two years ago. In the house, Sir Wilfrid, on June 21, 1906, in reply to Mr. Greenway, who asked whether it was the intention of the government to extend the boundaries of the province of Manitoba at an early date, quoted from an order-in-council, passed in March, 1905, which read: 'The committee, therefore, recommend that at a convenient date after the formation of the new provinces of Alberta and Saskatchewan, the request of the province of Manitoba for an extension northward be taken up, with the object of coming to a speedy conclusion.'

"Yet here today we have less hope than them," continued Mr. Rogers. "Sir Wilfrid Laurier continued that the pretensions of the three provinces were not in harmony, and concluded, therefore, it became the duty of the Dominion of Canada to endeavor to find a solution to this problem, so as to gratify the legitimate aspirations of the province of Manitoba without doing an injustice to the other provinces. This is a task of some delicacy and of a great deal of importance. It is now engaging the attention of the government, and it is hoped that a solution will be found and given to the house at an early date, but it is impossible at the present time to specify exactly at what date.

"Thus we are unable to get satisfaction and the premier of the Dominion government tells us that he is unable to tell us on what date our claims will be satisfied.

Manitoba Has Lone Hope

"If there is one hope of success it is the unanimous action on the part

of the people of this province. Unless we are united we have little chance of obtaining the extension for which we have pleaded for two years. I desire to make it clear that this house does not now, has not in the past, looked upon this as a party matter. On the contrary, we have lost no occasion to state that this matter carries with it no political advantage to either party. That is a clear statement and the one which was made when the attorney-general and I called upon Sir Wilfrid Laurier in 1905. A statement was made by myself in the public press of Ottawa, a statement which Sir Wilfrid did me

the honor to quote on Feb. 21. The quotation which he used was: 'A fair and reasonable adjustment will not carry with it any condition of advantage or disadvantage to either political party.'

"That is the position we take today. We want as a government no political advantage, but only fair play for the province we have the honor to represent. And let me say that so long as we are united we are bound to succeed; for no first minister, and no government, no matter how strong their position, can afford to defy public opinion when the claim is so just, reasonable and fair as that of Manitoba." (Applause).

Terrific Arraignment of Mr. Brown's Telephone Policy by the Attorney-General in the Legislature on January 24, 1906.

The attorney general said: Last year in introducing these measures I took occasion to refer to the reasons that actuated the government in legislating along the line of government and municipal telephone lines. These reasons were unanimously endorsed by the house. I am glad to say unanimous, because I have never seen any cause to have this matter, either in the house or out of it, dealt with in any other way.

I am sure that those in this province who have endeavored to make politics out of a non-party measure will have cause to regret that stand. The government had never taken that stand, but have always said. This was largely a municipal movement and a municipal request and it is that today. The amendments proposed by these bills had been made after consultation with the executive of the municipal union.

It is a matter of congratulation that we have had a campaign of education and criticism before these bills had been acted on. It is of incalculable advantage in knowing points to be safeguarded and protected, so that government and municipal ownership will have an opportunity to avoid pitfalls.

No bills or scheme was ever more carefully scrutinized and criticized and we have now the advantage necessarily resulting therefrom. The most powerful corporation in Canada with the exception perhaps of the Canadian Pacific railway, with all its legal talent has given us the advantage of their advice and we have listened to it with some profit.

Whilst I must regret that some sophistical arguments and statements fooled some of the people and mislead them, I rejoice that, after the battle is over, the overwhelming voice of the people is, as I felt sure it would be,

against the corporations, and we remain as we ought to, true to the people as against the aggressions and selfishness of interested corporations. I look forward, sir, to a growth along these lines.

I do not intend to repeat the arguments heretofore advanced, but to deal with and answer certain criticisms that have been made by Mr. Edward Brown, the leader of the Liberal party outside of the house.

Edward Brown's Insincerity

Mr. Brown has charged this government with being insincere on the telephone question. He harped upon this for a long time. That charge I deny, but insincerity or some stronger word can only fitly describe in my judgment the actions and statements of that gentleman. By his actions, however, in connection with these telephone matters Mr. Brown has well earned the sobriquet of Dr. Jekyll and Mr. Hyde, because for political inconsistency and insincerity it would be hard to find Mr. Brown's equal.

In his first speech as leader of the Liberal party in May last Mr. Brown states:

Mr. Brown Claims Advocacy of Public Ownership

"I have for years been an ardent advocate of this principle (public ownership)."

His connection with the telephone history of this province, however, shows that this statement cannot be relied on, for we find that in January, 1905, he heads the list of petitioners to the house of commons of Canada to this effect: In this petition which he signed, and his name stands first on the list, he says:

"That your petitioners are desirous of obtaining an act empowering them to construct and operate telephone

lines throughout Ontario, Manitoba and the northwest territories in the Dominion of Canada under the name of the Northwest Telephone company, wherefore your petitioners humbly pray that your honorable house may be pleased to pass an act for the purposes above mentioned, and as in duty bound your petitioners will ever pray.'

Verily, this is a most peculiar way to demonstrate an ardent advocacy of public ownership.

Mr. Brown claims that he signed this petition to oblige a friend, without having any interest whatever in the future of the charter thus petitioned for. In making this statement Mr. Brown stands self-condemned as either a stool pigeon or as practising chicanery towards public and municipal ownership. If he is the former he is absolutely unfitted to lead the destinies of a political party, much less the government of this province. Are we to believe Brown was disinterested?

"In regard to the latter hypothesis are we to believe that the successful and wealthy Mr. Edward Brown, who is said to have ousted the honest member for Birtle and gained the leadership of the Liberal party by his reputation for good business methods, that he so far fell from his pedestal as to sign his name to a document praying for rights to operate a public utility over such a vast area as Ontario, Manitoba and the Northwest, purely as a matter of platonic friendship, and without an understanding that he was to receive any share of the profits likely to result from such a vast undertaking?

"Whether he was a stool pigeon or not, matters little, but the fact remains that when Mr. Edward Brown signed this petition he thereby convicted himself as an enemy to public and municipal ownership.

"For certain reasons, which I shall longer Mr. Brown to make public, this charter was forced through parliament in defiance of protests from this government, in opposition to the union of Canadian Municipalities, and apparently against the wishes of Sir William Mulock, postmaster-general in the federal government. I will read a short explanatory and enlightening extract from Hansard:

"Extract from Hansard, March 17, 1905. 'Private Bills Northwest Telephone company. One the order:

"Third reading of bill (No. 28) to incorporate the Northwest Telephone company, Mr. Turriff.

"Hon. Wm. Mulock (Postmaster-general) Stand. Mr. W. F. Maclean: What is the reason for allowing this bill to stand?

"Sir Wm. Mulock—I myself asked the gentleman who has charge of it not to press it just now, because it appeared to me the more telephone companies were incorporated the more it might complicate the situation.

"Mr. W. F. Maclean—All right.

"Sir Wm. Mulock—That was the only object.

"Mr. W. F. Maclean—"That is a good reason.

"Order allowed to stand."

"This incident lets in a flood of light as to why Sir William retired and was replaced by the leading counsel of the Bell company. Sir William was, everyone admits, endeavoring to serve the people of Canada in his telephone enquiry.

Reported Against Charter

"It is a matter of record that the standing committee on private bills in this legislature on January 26 reported against the granting of any more telephone charters in this province. I will read that report:

"Your committee have considered the bill (No. 25), to incorporate 'The Northwest Telephone Company,' and the bill (No. 28), to incorporate 'The Independent Telephone Company of Canada,' and after very careful and full consideration of the principle involved for the incorporation of these companies, have agreed to report that, in their opinion a better solution of the matters complained of, which the present bills propose to remedy, viz., correcting the abuses of monopoly, would be for the government, during the recess, to inquire into the whole matter of the telephone service, with a view to either taking over the present system in the province or building a new one to be owned and operated by the government for and in the interests of the people, and that, pending such inquiry, the bills be not proceeded with."

Firm Stand of Manitoba

Further than that, representations were made to the Premier of Canada in March of that year to the effect that the wishes of the people of Manitoba should be respected, and requesting that the bill of the Northwest Telephone company should be laid aside. Sir William Mulock made his statement after that letter.

Winnipeg, March 4, 1905.

"The Hon. Sir Wilfrid Laurier,
Premier of Canada, Ottawa,
Ontario:

"Dear sir—I am instructed by the Executive of the Government of the Province of Manitoba to write you in reference to a Telephone Bill." The matter of the Telephone companies in Manitoba has been very carefully considered by a number of the Municipalities and also by the government of the Province and by the Legislature at its last meeting. The unanimous opinion is that no further telephone charters should be granted until the government of the Province has had an opportunity of investigating and of deciding as to the course they intend to take upon the government ownership, control and operation of the telephones in the province. The present condition of affairs is regarded as intolerable and relief must be sought and obtained.

"Two telephone charters were before the legislature last session and the Private Bills committee reported a resolution, copy of which I enclose herewith. The legislature adopted the report of the Private Bills committee and subsequently the government announced that they would undertake the responsibility of looking into the matter prior to its next session as the legislature of Manitoba believed that it was undesirable that a further charter should be granted owing to the fact that it would complicate matters. Owing to the strong objection of the Legislative Assembly which equally applies to the Municipalities and prevails as strongly against the proposed bill at Ottawa as it would here, we respectfully submit that in a matter of this kind the wishes of the people of Manitoba should be respected, and we would therefore request that the present bill pending before the Parliament of Canada be either postponed to next session or that the operation thereof in the Province of Manitoba should be struck out.

"I have the honor to be sir, your obedient servant,

"COLIN H. CAMPBELL,
Attorney-General."

Mulock Against It

"On March 17 in the same year the postmaster general of Canada stated, as I have shown you from Hansard, on the floor of the house of commons that he had asked the gentlemen who had charge of this bill not to press it, because it appeared to him (the postmaster general) that 'the more telephone companies that were incorporated the more it might complicate the situation.' The exact position taken by the private bills committee of this house in its report of January 26, 1905.

"In the face of all this, however, this charter was granted by the Dominion government to Mr. Brown and his associates. The most substantial of these promoters is undoubtedly Mr. Brown. What Object Had Brown in Pressing for Charter?

"Perhaps Mr. Brown can enlighten the people as to the ulterior objects which he had in view in making such desperate efforts to obtain the right to build a competitive telephone system in this province for corporate profit, when this legislature had already refused to grant those rights. Might I ask in the interests of the people of the province who paid for the enormous amount of lobbying which it must have been necessary to have employed in order to force this bill through the Dominion house against the wishes of the postmaster general, against the unanimous wish of this house and in face of the opposition of the Union of Canadian Municipalities? Because this bill of Mr. Brown's was opposed at Ottawa by the municipalities of all Canada.

Charter Granted July 20, 1905

"The charter having been granted to Edward Brown and his allies, both discovered and undiscovered, and having received the royal assent to their bill on July 20, 1905, the people of Manitoba have a right to know why these rights and privileges, obtained in the face of such strong opposition, and at a large financial cost, were not taken advantage of, and why the Northwest Telephone company did not proceed to provide the telephone service which it was morally obligated to do in the territory covered by this charter, which was obtained in face of the opposition of this province, the municipalities and Hon. Mr. Mulock.

Where Is the Charter Now?

"Now, sir, I would like to ask where is that charter today? It is the duty of Mr. Brown to inform the people of Manitoba upon these points. What better proof is needed of the insincerity of Mr. Edward Brown than that he humbly prayed for an act empowering himself and associates to construct and operate telephone lines in Manitoba, and having obtained that act, neglected to take any steps toward the construction and operation of those lines. There is only one reasonable explanation why Mr. Brown did not construct a telephone system under this act, and that is that something transpired which made it more desirable for Mr. Brown and his associates to remain out of the telephone business than embark upon competition with the Bell.

"When this act was petitioned for it was no doubt the bona fide intention of the petitioners to operate a telephone system or to dispose of the charter if it was obtained. As no telephone system has been constructed now after about two years, it is fair to assume that Mr. Brown and his associates in this bill are charter mongers, and that the rights fought for so vigorously, and obtained, as I have indicated, have been sold to some person or persons finding it profitable to secure these rights.

Did Bell Buy Charter?

"As no other company has made any effort to operate under this act, it is clear that it has not fallen into the hands of Bell competitors. Are we then not justified in assuming that it fell into the hands of the Bell Telephone company as the only prospective purchaser to whose interests it would be to keep out a strong competitive company having Dominion rights covering the whole of the Canadian Bell territory, Quebec excepted? Mr. Brown should take the people into his confidence in these respects.

Brown's Conversion to Bell Advocacy

"Whatever may be the motive for the extraordinary and vacillating conduct of this modern impersonation of Dr Jekyll and Mr. Hyde, it is clear that four months after obtaining this charter to construct a competitive telephone system, we find him, at the convention of the Union of Manitoba

Municipalities at Brandon acting in the role of a 'Bell' telephone apologist, and stating in a written and therefore well deliberated address before that body that: 'A dual system of telephones is a detriment to any community, increasing the cost to the users rather than decreasing the same,' and I would remind you that this is the same man who, three weeks ago gave us an excuse for signing the petition for the telephone charter I have referred to, that:

Brown Thinks Competition Good

"I thought it might be a good thing for the people of this province to have some competition with the Bell company."

"Mr. Brown also stated in that address: 'The Bell Telephone company has a very extensive system and is strongly entrenched, and with their long distance connections are in a position to render the public splendid service at minimum cost. Their service in the main is very good.'

"Referring to the public ownership of telephones, this insincere politician stated at the same time: 'The telephone business in my opinion cannot be conducted in the same way as water works, sewerage and electric light, owing to the condition of affairs which exist at present.'

"Bell" Must Not Be Interfered With

"The condition of affairs being that, while he had been so anxious to establish a dual system four months previously, he had, for some unaccountable reason, become suddenly imbued with the idea that the Bell telephone monopoly must not be interfered with by the introduction of a competitive service, either by the adoption of public ownership or by any operations under the act which he humbly prayed the Dominion government to grant himself and his friends.

"In order, no doubt, to give more effect to the role he was filling, of Dr. Jekyll and Mr. Hyde, at the same convention, after appearing as a "Bell" apologist and using the words I have just quoted, we find him moving two resolutions to the following effect:

To Co-Operate With Government

"That the Manitoba Union of Municipalities shall be pleased to co-operate with the provincial government in the establishment of a telephone system throughout the province, the trunk lines of which shall be constructed and operated by the government at terms satisfactory to the municipalities and that a committee, composed of Mayor Sharpe of Winnipeg, A. W. Coldwell of Brandon, Ald. Harvey of Dauphin, Mayor Brown of Portage la Prairie, and Reeve Cochran of Blanchard, shall be appointed to deal with the matter."

"The other resolution is: "That the Manitoba Union of Municipalities, in convention assembled, desires to place itself on record as being strongly in favor of municipal ownership and operation of all public utilities, such as water works, electric light, gas and telephones, and believes that the time has fully arrived when no further franchises covering these utilities shall be granted to private corporations."

Brown Has Not Co-Operated

"In regard to the first resolution, everyone in this house knows to what extent Mr. Brown has co-operated with the provincial government in the establishment of a telephone system throughout the province. Not only that, but this same Mr. Brown at the next convention of the municipalities most indignantly refused to act upon a committee, to which he was nominated, to confer with the government upon the telephone question,

Refused to Act With Municipalities

"Regarding the second resolution with which this man of many parts was mover, it must be noted, the day previously he had stated that telephones cannot be conducted in the same way as waterworks and electric light; and again, unless the private telephone charter which he had been the means of securing from the Dominion government had already been disposed of, under conditions which rendered its operation no longer desirable, which I assume would not have been the case without reasonable compensation to its incorporators, he was acting untrue to his associates in recommending that the municipalities should grant no further franchises to private telephone companies; because neither the Northwest Telephone company or any other company but the 'Bell' could carry on its business without such municipal franchises.

Brown's Threefold Insincerity

"The position of Mr. Brown at this convention was: He first in his written address, opposed public ownership of telephones, then he somersaulted and moved a resolution in favor of public ownership containing promises which he apparently never intended should be fulfilled, and finally, well knowing that the Bell monopoly does not require franchises from municipalities, he recommended that no municipal franchises should be granted to other telephone companies.

Bell Only Gainer by Brown's Actions

"Who was to be the net gainer by all these manipulations of this insincere politician? I contend only the Bell Telephone company. It is a fair question to ask Mr. Brown why he transferred his affections from the Northwest Telephone company, of which he was leading incorporator, to

the Bell Telephone company; why he went out of his way to point out the evils of a dual telephone service, and why he was so enthusiastic in his praise of the Bell Telephone service? "All this happened before Mr. Brown became leader of the Liberal party in Manitoba, but while he was enacting therefore, and one would have expected that having accepted so responsible a position, he would have risen to the dignity of his office and dealt with important public matters more seriously, if not more consistently. It is however, more difficult to throw away bad habits than to acquire good ones, and we find Mr. Brown in his first speech as leader of the Liberal party, in Selkirk hall, Winnipeg, still enacting the double part of a supporter of public ownership and an apologist of the Bell Telephone company, for he states in speaking at that convention:

Lukewarm on Public Ownership

I have for years been an ardent advocate of this principle, believing that municipalities should own their own waterworks, electric light and other franchises, (he is careful to say telephones,) and that any profit derivable therefrom should go where it belongs, to the people.

"His latest policy is that he would deprive the people of that profit. Referring to the 'Bell' he says:

It is useless to deny or ignore the fact that the Bell company is strongly entrenched within the province of Manitoba and is giving on the whole fairly satisfactory service. There is, so far as I am aware, little complaint and no outcry on that score.

"Here again Mr. Brown shows his affection for the Bell monopoly, for I can hardly conceive any man not interested financially in the operations of that concern making a public statement that 'it is giving satisfactory service' and that 'there is little complaint and no outcry against that corporation.'

"It is a sight for the gods to see this political Dr. Jekyll and Mr. Hyde advocating public ownership and eulogising the Bell Telephone company at one and the same time, and finally charging this government with insincerity. On this occasion also he stated:

He would assert, however, that at the proper time such a scheme would be submitted and that an essential part of this scheme would be that there would be no debenture debt necessitated, in so far as either the municipalities or the province were concerned.

"I would ask Mr. Brown today to explain how he proposes to carry out the policy, which he has just announced, to construct a complete provincially owned telephone service without necessitating a debenture debt so far as the province is concerned.

"The truth is, Mr. Speaker, that this ambitious politician was so insincere that he outlined a policy, knowing at the same time he had not made up his mind what that policy was to be, for we find that in the Free Press of June 27 last he is reported as stating at a meeting in Carman that:

"The policy of the Liberal party upon the question will make it possible for the farmers to have telephones of their own without creating any debt, and apart from the first charge, which will not exceed \$25, the charge for operation will not exceed 50 cents a month."

"How does this policy compare with that for which the Liberal executive stands today?

"What do you think, Mr. Speaker, of the leader of a political party who stated in June last that the farmers can obtain telephones at a first charge of \$25 and that the charge for operation will not exceed 50 cents a month, and who for the past three months has encouraged his party henchmen to stump this province telling the same farmers that it is absolutely impossible for this government or the municipalities to install telephones in rural districts at a first cost of \$100, and rent them at \$1 per month; and yet this is the man who accuses this government of insincerity in its telephone policy! What does Mr. Winkler say as to these statements?

"It is now open to Mr. Edward Brown to prove to the farmers of Manitoba that they can obtain telephone service at a first cost of \$25, or go down to posterity as an insincere politician, or admit that he was only trying to humbug. Perhaps his allies and friends, the monopoly, will help him out of the difficulty.

"During the past eight months this quick change artist has announced three separate telephone policies. He has made so many changes that the Free Press has stopped reporting his utterances. I do not propose to refer further to the first two, but to deal with his latest announcement, which is as follows:

"The Liberal party declares emphatically in favor of complete government ownership and operation of telephone system in the province, believing this to be the only practical solution of the question of coping with the existing monopoly."

"This policy, which, by the way, cannot be carried out without the creation of a debenture debt by the province,

would take away from the municipalities the right to build and operate their own systems; a policy which the Union of Municipalities has always contended for, and a policy which this government in its legislation has respected and will continue to respect in any further telephone legislation which it may enact. Mr. Brown himself stated in May last that the profit derivable from municipal enterprises should go to the people to whom it belongs, while today he proposes to take away that profit from the municipalities and divert it to the province.

Profit of the Business

"If the telephone business is profitable when operated by the provincial government, it will be still more profitable when operated by a municipality, and inasmuch as 98 per cent. of the service provided in a telephone exchange is local service, I contend that the municipality is the proper authority to control that service, if it so desires.

"Moreover I challenge Mr. Brown to produce one single instance where the municipalities as a body have expressed a desire for either provincial or federal ownership of the local telephone exchanges. Only the other day the municipalities of Alberta and Saskatchewan passed their opinion on this matter reported in the press as follows:

"The convention re-affirmed the telephone resolution of last year, that present rates were exorbitant, that the government should own the long distance lines, and the municipalities the local systems.

The mayor of Edmonton also said on the same occasion that Edmonton, at the end of 1905, had a surplus of over \$4,000 in the operation of their telephone system, after wiping off a 20 per cent. debt amounting to \$3,400.

Brown an Opportunist

"If Mr. Brown is a sincere politician instead of an opportunist, why did he not make his latest statement when he was asked for his views at the convention of the Union of Manitoba Municipalities in November last, and why did he refuse to act upon the committee appointed by that convention to deal with the telephone question and consider the practical suggestions of its members for the improvement of the government's legislation.

"The truth is that this outside leader of the Liberal party was hoping against hope that the result of the combined efforts of his followers and the "Bell" monopoly would have secured an emphatic defeat of the government and municipal legislation, and allowed him and his party to

have crawled in under the policy of the Dominion government, and enabled him to employ the amendments to the Railway act regarding telephones as a subterfuge for perpetuating the "Bell" monopoly in Manitoba.

Brown a Quick-Change Artist

"Immediately, however, he discovered that the people of Manitoba had declared against the principles which he had been supporting, with the rapidity of a quick-change artist, he throws on one side the attire of a private telephone monopolist and appears before the public in the garb of a champion of public ownership of telephones.

"In his haste, however, to avoid the impression that his new policy too closely resembled that of the government he declares for complete provincial ownership, thereby proposing to entirely override the rights of the municipalities to own and operate their own systems, and thus force upon every municipality a telephone service under the absolute control of the provincial government without regard to the wishes of the community.

Brown's Latest Policy Hurriedly Amended

"Apparently realising that his hurried pronouncement in favor of complete provincial ownership would offend the municipalities, this changeable gentleman adds the following rider:—Of course there would be nothing in the proposed legislation to prohibit any municipality from establishing its own system if it preferred doing so.

"If Mr. Brown can carry out a policy of a complete provincially owned system of telephones in Manitoba, and at the same time permit the municipalities to build and operate local exchanges, he must be endowed with some supernatural power, which may probably at some later date enable him to cause darkness and light; winter and summer, to prevail in this province at one and the same time, for if I understand the English language correctly, a telephone system, one part of which is owned by the province and other parts by different municipalities, would be provincial ownership in part only, whereas complete provincial ownership means ownership of all telephone business within the province.

"There is no doubt whatever that Mr. Brown stands before the people today as a self confessed opportunist, and that being himself conscious that he has copied the telephone policy of this government, he endeavored to confuse the public by using this incongruous language; a further evidence of his insincerity.

Brown's Policy a Copy of The Government's

Mr. Brown proposes that the provincial government shall construct telephone systems throughout the province. Section 1, chapter 89 of the government's legislation enacts as follows:—The government of Manitoba shall have power to purchase, lease, construct, extend, maintain, or operate within the province of Manitoba telephone or telegraph system or systems.

"If I understand the English language, Mr. Speaker, that means this government has power to construct not only a long distance telephone system, but telephone or telegraph systems in any number and of any description in any part of this province. Mr. Brown also states in his latest proposal, that it includes the management of the telephone system by a commission. Section 13 of chapter 89 of the government's legislation also enacts that:—

"The said government shall have power to appoint commissioners."

Two Policies Identical

"Finally Mr. Brown intimates that there will be in his policy nothing to prevent a municipality from establishing its own system, and it is hardly necessary to remind this house that the whole object of chapter 90 is to enable municipalities to establish their own telephone service, if they so desire.

After comparing the telephone policy issued by the Liberal executive with that of the government, every fair-minded person in this house or outside of it must admit that the two are identical, and that the result of the vote on Dec. 18 forced Mr. Brown and his allies into a complete recantation of their former principles and converted or forced them into public ownership advocates.

"The said government shall have power to appoint commissioners, and before I close I will deal with an amendment to this clause proposed by the executive of the Municipal union.

"Mr. Brown, speaking at Carman last June, laid great stress upon the rider to the last clause of one of the two resolutions which he moved at the Brandon municipal convention, which was to the effect that 'the government's telephone proposition should be upon terms satisfactory to the municipalities.'

"The municipalities have endorsed this government's telephone policy.

"This government formulated its telephone policy in response to the wishes of the municipalities, voiced through

the Union of Manitoba Municipalities, and from the time it took up that question down to the present day, it has in every action given the rights of the municipalities paramount consideration.

"This policy has been amply vindicated by the support which this government has received from the municipalities. At the last convention of the Municipal Union the government's policy was endorsed by a vote of the municipal delegates of 89 to 16, and more recently the executive of that union has tendered to this government a set of resolutions thanking the government for its action, placing on record its approval of the government's policy, and expressing its appreciation of the educational value of the campaign which the government has conducted; a campaign which the supporters of Mr. Brown used every effort to render ineffectual by aiding the Bell monopoly in the circulation of misleading, and untrue statements, both as to the acts and the cost involved.

Government Invited Amendments

"The recommendations of the Municipal Union, which are embodied in the amendments before the house today, were made in response to the invitation of this government, and while these amendments will render more effectual the carrying out of the government's proposition in detail, they in no way alter the principles embodied by the legislation passed last session.

"There are two points recommended by the Municipal union not as yet specifically dealt with by these bills, to which I will for a few minutes refer. They asked for the appointment of independent auditors to audit the accounts of the municipalities operating a system. That will be done. It is unnecessary to mention it in the act as it can be provided for under the power in the act regarding the making of rules and regulations.

"The next point suggested by the union is that the commissioners 'shall not be subject to removal except by a vote of the provincial legislature, the same as the auditor.' When this bill reaches committee I will provide that the commissioners shall only be removed by the lieutenant governor or council for cause, and so put them in an absolutely independent position and removed from party politics.

"Although the government has not had time to consider this request, I can assure them this will be carefully considered. Until we get well underway and have tried the men (commissioners) by experience to see if they are competent, it seems to me for the present inadvisable to make that provision, as it might have a bad effect and hin-

der and hamper the work if we had to call the house together to remove an incompetent commissioner. What I wish to assure everyone is that by this and subsequent legislation (if necessary) we will place the commissioners in an absolutely independent position.

"I would like to call the attention of the house to clause 3 of the Municipal union's recommendation:—"That in the opinion of this executive it is essential for the success of a publicly owned telephone system throughout the province of Manitoba that local exchanges should be built in the chief centres, such as Winnipeg, Brandon and Portage la Prairie, therefore it is desirable, should these municipalities take no action in the matter of establishing municipal telephone system by the first of April next, that upon receiving a requisition from a sufficient number of ratepayers desiring to become users of the telephone to enable systems to be constructed in these respective centres upon a remunerative basis, the government shall proceed,

without delay, to establish a local exchange telephone service in any one of these places, or in all of them."

"The date, April 1 next, calls for immediate action by the municipalities named in the resolution, and I trust that they will immediately consider what action they desire to take.

The publication of the Municipal union's report obviates the necessity for further comment on the provisions of the bills now under consideration.

Government Proud of Result

"The government has every reason to be proud of the course which it has pursued in regard to its telephone policy, a course which will be consistently followed until every part of this province shall be provided with a telephone service owned and operated by the people, and the evils of private telephone monopoly in Manitoba swept away. We confidently submit our record in this respect to the approval of this house and country." (Loud and continued applause.)

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